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FOUNDED 1881 六拜禮 號九月一十英港香 SATURDAY, NOVEMBER 9, 1929. 日九初月十

HONGKONG TAKES FIRST KNOCK.

BRACE PLAYS ON WITH
17 ON BOARD.

FINCHER BATS BRIGHTLY
AT THE START.

PEARCE CAUGHT OUT.

Twenty minutes play in the
interport match between Hongkong
and Shanghai this morning pro-
duced seventeen runs for the loss of
one wicket, that of Brace, who had
the misfortune to play on to his
wicket from his pads after making
six runs.
Hongkong mustered only a hand-
ful of spectators when play opened
but this was not due to lack of in-
terest. Opinion generally favours
the prospects of the Hongkong side
against Shanghai, being less con-
fident regarding the match with
Malaya in spite of their defeat yester-
day.

The Teams.
Hongkong made one change
from the selected eleven. Lieut.
A. H. Musson coming in for Cap-
tain Reynolds, who was unable to
get away. Donald Leach had very
good reason to rely upon the team
which defeated Malaya.

The teams, therefore, are:
Hongkong: H. R. B. Hancock
(Captain), W. Brace, T. E. Pearce,
D. J. N. Anderson, E. C. Fincher,
H. Owen Hughes, L. Col. F. J.
Wyatt, J. E. Richardson, A. C. I.
Bowker, A. Reid, and Lieut. A. H.
Musson.

Shanghai: D. W. Leach (cap-
tain), L. F. Stokes, O. G. Shapson,
F. E. T. Marshall, P. Madar, C. W.
Howard, W. E. O'Hara, H. E. Orr,
T. W. R. Wilson, T. L. Rawthorne,
and E. G. Barnes.

The sky was overcast, but con-
ditions were fairly favourable.
The new wicket rolled out well,
the mid-week rain having im-
proved it rather than otherwise,
and it was expected to play fairly
easy.

Hancock Wins Toss.

Donald Leach was again un-
successful in the spin of the coin.
"Dick" Hancock elected to bat
first, and the innings was opened
almost promptly to time, "Brace
and Fincher facing the bowling of
Wilson and O'Hara.

Brace made no attempt to play
any of the first five balls from
Wilson, which were pitched well
up and backed by a fair speed, but
touched the sixth out of the way
and stole a single, again obtaining
the bowling.

Brace had a narrow escape from
being bowled in Wilson's second
over by a ball pitched well up.
Wilson was making the ball swing
away awkwardly. The first bound-
ary of the day came when Fin-
cher pulled O'Hara to leg, and in
the same bowler's next over, Fin-
cher again drove him to the ring,
a fine shot.

Brace Out.

Misfortune befell the home side,
however, when Brace faced
O'Hara and played on to wicket.
Fincher was 10 not out at this
stage.

Later.

"Tam" Pearce joined Fincher and
opened well with a fine drive to the
boundary off O'Hara, 24 runs hav-
ing been registered in the first half.

Fincher was a little faulty in his
timing, but gave no chance. Scor-
ing brightened when Pearce pulled
O'Hara to the square leg boundary.
In the same over, however, he hit
wildly at a short ball and was easily
caught by Stokes at point.

The score at 11.10 a.m. was as
follows:

Hongkong 1st Innings.
W. Brace, b O'Hara 6
E. C. Fincher not out 12
T. E. Pearce, c Stokes, b
O'Hara 11
Lt. Musson not out 0
Total (for 2 wickets) 29

11.45 Score:—46 for 5 wks.
Fincher, not out, 17; Mus-
son, 1b.w.; 4; Owen Hughes,
1b.w.; 1; Hancock, 7; Ander-
son, not out, 0.
Tiffin score:—85 for 9.
(Fincher not, 35).

GERMAN AIRLINER DISASTER.

INQUEST OPENED ON THE
SEVEN VICTIMS.

CALCUTTA MERCHANT.

London, Nov. 8.
The inquest on the bodies of the
seven persons who lost their lives in
the disaster which befell the
German air liner in Surrey on
Wednesday, was opened to-day at
Caterham.

It was adjourned for a fortnight
in order to enable Lieutenant-
Commander Glen Kidston, who is
the sole survivor and who was
injured, to give evidence.
The bodies of the German
victims will be taken to Germany
for burial as soon as arrangements
can be made.

They were identified as Bruno
Rodschinka, the first pilot, who
was in charge of the machine,
Heinrich Niklas, wireless operator,
Wilhelm Ulrich, mechanic and
Prince Eugenezu Schaumburg-
Lippe, the second pilot.
One of the three British passen-
gers, whose bodies were identified,
was Mr. John Black Whyte, a
merchant, whose home was in
Calcutta.

Medical evidence was given to
the effect that the death of Prince
Eugenezu Schaumburg-Lippe, who
escaped from the burning aeroplane,
but succumbed last night in
hospital, was due to extensive
burning and shock.—British Wire-
less.

CHINA'S EXTRALITY AGITATION.

BRITAIN WILLING TO
DISCUSS MATTER.

London, Nov. 8.
Reuter understands that the British
Government has informed the
Chinese of its willingness to send
representatives to a meeting on No-
vember 19 to discuss extraterritorial
rights.
At the same time it is pointed
out that the British Government
considers the present system should
continue until the Chinese legal
code is on a level with Western
standards.

Other interested Governments
have made similar communications.
—Reuter.

BIG EARNINGS OF SHIP PILOTS.

LONDON-MEN AVERAGE OVER
£1,000 A YEAR.

London, Nov. 8.
The big earnings of the pilots of
London are disclosed in returns
issued to-day.
Pilots number 195 and of these,
seventy-six are Channel pilots, and
their average earnings are £1,342
a year. Sixty-nine are Cinque
Ports pilots, 48 North Channel
pilots, and two home trades pilots
and their average in each case is
over £1,000 a year.—British Wire-
less.

ANTI-FASCIST ACTION IN NEW YORK.

MOB DRIVEN OFF BY THE
POLICE.

New York, Nov. 8.
A mob of about two hundred
anti-Fascists demonstrated outside
the Italian Consulate in New York
to-day. They were eventually
driven off by the police, who
effectuated the arrest of nine men
and two women.—Reuter's Ameri-
can Service.

LOCAL LADY'S DEATH.

MRS. STUART-SMITH PASSES
AWAY IN HOSPITAL.

We regret to hear of the death,
which took place at the Peak Hos-
pital this morning, of Mrs. Stuart-
Smith, following an operation.
The deceased lady, who was the
mother of Mr. W. Stuart-Smith,
manager of J. R. Michael and Co.,
was very well known in the Colony,
and her death will be much regret-
ted.

The funeral is taking place to-
morrow morning at 11 o'clock at
the Jewish cemetery.

REGISTRATION OF MUI TSAI.

PROCLAMATION MADE
BY GOVERNOR.

LAW TO TAKE EFFECT ON
DECEMBER 1ST.

WAGES STIPULATION.

Following the recent in-
struction from the Secretary of
State for the Colonies, it is
announced that Part III of the
Female Domestic Service Ordinance,
dealing with the registration
of mui tsai, will come into
operation on the 1st day of
December, 1929.

The date has been fixed by His
Excellency the Governor, Sir Cecil
Clementi, with the advice and
consent of the Executive Council,
and a Proclamation to this effect
has been issued.

New Regulations.

Accompanying the Proclamation
are a number of Regulations made
by the Governor-in-Council, as
follows:

1. Registration may be effected
at the office of the Secretary for
Chinese Affairs, or at the office of
the District Officer at Tai Po, or
at any police station. The regis-
ter shall be kept by the Secretary
for Chinese Affairs.

2. The particulars required on
registration shall be those speci-
fied in Appendix A, so far as
they can reasonably be ascertained,
and the finger prints of the
mui tsai shall be recorded in the
register.

3. The registration form, when
filled up, shall be read by or to the
employer, or shall be interpreted to
him if he is unable to read or
understand English sufficiently
well, and shall be signed by the
employer.

Identification Tickets.

4. As soon as may be after regis-
tration, identification tickets, in
English and Chinese, for the pur-
pose of "facilitating future re-
ference shall be given to the
employer and to the mui tsai, and
the said tickets shall be carefully
preserved by them and shall be
produced by them on the occasion
of any subsequent application or
report. The ticket given to the
employer and to the mui tsai shall
be in the form given in Appendix
B.

5. (1) The employer shall make
and sign a report upon—
(a) the death of the mui tsai;
(b) the disappearance of the
mui tsai;
(c) any intended removal of the
mui tsai from the Colony whether
temporarily or permanently;
(d) any change of address of the
mui tsai or of the employer;
(e) the intended marriage of the
mui tsai.

(2) Any such report may be
made at the office of the Secretary
for Chinese Affairs, or at the
office of the District Officer at Tai
Po, or at any police station, pro-
vided that if no identification
ticket is produced any such report
must be made at the office of the
Secretary for Chinese Affairs.

Change in Employer.

6. Any report as to the change
in the actual employ of a mui tsai,
by reason of the death of the
former employer or for any other
reason, may be made at the office
of the Secretary for Chinese
Affairs, or at the office of the
District Officer at Tai Po, or at
any police station. The mui tsai
must be produced on any such
report.

Remuneration of mui tsai.

7. Every mui tsai of or over the
age of 10 years and under the
age of 15 years shall be entitled to
wages at the rate of one dollar per
month, and every mui tsai of or
over the age of 15 years shall be
entitled to wages at the rate of
one dollar and fifty cents per
month.

Production of mui tsai.

8. The employed of any mui tsai,
wherever called upon by the
Secretary for Chinese Affairs to
do so, at any place and time
specified by the Secretary for
Chinese Affairs.

HISTORIC DINNER TO 320 V.C.'S.

TO-NIGHTS FUNCTION IN THE
HOUSE OF LORDS.

NO DISCRIMINATION.

London, Nov. 8.
There will be a historic celebra-
tion in the Royal Gallery of the
House of Lords to-morrow, when
H.R.H. the Prince of Wales will
preside at a dinner to holders of
the Victoria Cross.

The guests, who are being
gathered from all parts of the
world, number 320 out of the 467
surviving holders. Three are
blinded men. Only two of those
living in Britain will be absent,
owing to illness.

Free facilities have been afford-
ed to many V.C.'s scattered
throughout the Empire to enable
them to attend.

Holders of the coveted decora-
tion will head the procession of
ex-Servicemen at the Cenotaph on
Armistice Day.

In order to ensure avoiding so-
cial distinctions not in keeping
with the occasion, the seating ar-
rangements for the dinner

BITTER FEELINGS IN BELGRADE.

Hot Words and Blows in a
Fashionable Hotel.

ITALO-SERBIAN STRIFE.

Belgrade, Nov. 8.
In the course of a quarrel
at a fashionable hotel in the
Yugo-Slavian capital to-day,
between the Italian Air Attache,
Colonel Cassano and a Serb,
Colonel Cassano, according
to reports of the incident, struck
the Serb, who retaliated by striking
Cassano in the face.

The affair has caused great
excitement, and the Italian
Minister, Signor Galli, called on
the Foreign Secretary, M.
Marinkovitch, in connexion
with the incident. It is feared
that it will further embitter
relations between the two
countries, already tense as the
result of the sentences recently
passed on Serbian students by
the Italian authorities.—
Reuter.

have been determined by ballot.

Thus officers of high rank may
find themselves sent alongside
men who served as privates, and
one result of the draw is that the
Prince of Wales, who will pre-
side, will have as his immediate
neighbours Viscount Gort and
Sergeant Burman.

Since the war, Burman has been
engaged as a chauffeur.
The only names not drawn for
were those of the severely injured
men, who can only move with dif-
ficulty. These have been allotted
special places.

Fifteen more Canadians arrived
in London yesterday for the din-
ner, including the youngest hold-
er of the decoration, Sergeant
Ricketts. A large party of Irish
V.C.'s will reach London to-day.
—Reuter and British Wireless.

NEW YORK EXCHANGE DEALINGS.

REDUCTION OF HOURS ALL
NEXT WEEK.

New York, Nov. 8.
As the principal brokerage
houses are still inundated with a
mass of unfinished business, which
has continued to pile up as the
result of the recent frenzied sell-
ing on the Stock Exchange, the
Committee of the Exchange has
decided that the Stock Market
shall be opened for business only
between the hours of ten o'clock
in the morning and one o'clock
in the afternoon during the whole
of next week.

The Exchange is being closed
all day to-morrow.—Reuter's
American Service.

The local weather forecast up to
noon to-morrow is:—North-east
winds, fresh; cloudy.

NEW STAMP DUTY. LEGISLATION.

COMMITTEE PROPOSAL
ADOPTED.

PASSING ON OF DIVIDENDS
PROHIBITED.

MUST BE REGISTERED.

It is disclosed in the draft of a
Bill published in the current issue
of the Gazette that the Govern-
ment intends to legislate on the
basis of carrying out one of the
recommendations of the recent
Stamp Duties Committee.

The Committee, it will be recalled,
was appointed by the Govern-
ment "to consider the amendment
of the Stamp Ordinance with a
view to preventing evasion of the
stamp duty on share transactions
and of the estate duty on shares
forming part of the estates of
deceased persons."

Two proposals were recommended
by the Committee. The first,
referred to as the dividend pro-
posal, should, it was stated, tend
to encourage the registration of
transfers at the time of each
declaration of dividend, and the
second proposal should make it
easier for the Estate Duty Com-
missioner to ascertain whether
shares standing in the name of a
deceased person are part of his
estate or not. The second proposal
also embodied a provision auxiliary
to the first proposal, as it made
a deceased estate liable for con-
traventions of the dividends
section.

Government Decision.

The Government is now legisla-
ting on the matter by further
amending the Stamp Ordinance of
1921, and in addition to carrying
out one of the Committee's recom-
mendations the opportunity is also
being taken to make certain other
amendments.

Section 6 of the amending Ordinance
introduces a section unanim-
ously recommended by the Com-
mittee. It is intended to prevent
the passing on of dividends to un-
registered shareholders and reads
as follows:

26A.—(1) No person shall be
entitled to claim, directly or in-
directly, the payment of any divi-
dend, or of the amount or value of
any dividend, on any share on a
share register which is by law
required to be kept within the
Colony, unless (a) such person is
the registered owner of the share
in question at the time of such
claim, or (b) such person was the
registered owner of the share in
question at some date subsequent
to the declaration of the dividend
in question, or (c) such person is
entitled to be paid such dividend
under a bona fide declaration of
trust in favour of a specified per-
son or firm, or otherwise as a
bona fide cestui que trust, or (d)
such person has bona fide lent
money on the security of the share
in question and is entitled by the
express written terms of the loan
agreement to claim such dividend.

Demand Not To Be Made.

(2) No person shall, orally or
in writing demand, or request, or
accept, directly or indirectly, pay-
ment of any dividend, which
under the provisions of sub-section
(1) he is not entitled to claim.

(3) No person shall, directly or
indirectly, pay any dividend, or
the amount or value of any
dividend, on any share on a share
register which is by law required
to be kept within the Colony, to
any other person unless (a) such
other person is the registered
owner of the share in question, or
(b) such other person was the
registered owner of the share in
question at some date subsequent
to the declaration of the dividend
in question, or (c) such other
person is entitled to be paid such
dividend under a bona fide declara-
tion of trust in favour of a speci-
fied person or firm, or otherwise as
a bona fide cestui que trust, or (d)
such other person has bona fide
lent money on the security of the
share in question and is entitled
by the express written terms of the
loan agreement to claim such dividend.

(4) For the purposes of this
section, notwithstanding any de-
claration of trust or agreement
whatsoever, no unregistered be-
neficial owner of any share shall
be deemed to be entitled as a cestui
que trust to be paid any dividend
(Continued on Page 7.)

Bulls and Inners

From the Office Butts.

"Slave Raiders." Raid slavers! Judging by the complaints
about barking dogs, Thorpe Manor
residents don't like living in such
a snappy locality.

It's no good aspiring to social
poise unless you've got a good
bank balance.

Compradores' prices are rising.
So are the tempers of the cus-
tomers.

It was stated in Court this week
that Hongkong is a very smoky
place. The E.A.T. are no doubt
gratified that it is.

As was expected, Cochet laid
Lo low.

The large gathering at His
Excellency's lecture on Tuesday
showed that there was quite a
thirst for knowledge.

Statistics show that the average
woman eats about the same amount
as the average man. This just
newspaper heading. So's the dollar.
goes to show how figures can lie.

In America a baby was recently
posted by air mail. This may lead
to a mass indignation meeting of
storks.

Some of these
cricket kings
seem to have
power behind
the thrown.

According to
a circus owner,
the secret of
taming lions is
to keep on the
right side of
them. The out-
side?

Some of our
doctors seem to
have a fine sea-
side manner.

A housewife wants to know the
difference between lamb and mut-
ton. The price.

If a man's money burns a hole
in his pocket he will never be able
to lay up cold cash.

"Bakers in conference," says a
newspaper heading. Wise Men of
the Yeast.

In the matter of prizes, Hong-
kong's lady tennis champion seems
to be tottin' 'em up!

The China Light Company is
issuing new shares. More power
to them!

With the advent of the "talkies"
and particularly "The Singing
Fool," local haberdashers report
an increased sale in handkerchiefs.

We never knew Hongkong had
so many unemployed until we went
round to the cricket ground yester-
day.

Jimmy Walker has been re-elected
Mayor of New York. Johnnie
Walker is also very popular there.

[A suggested test to be applied
towards the end of the Interport
Cricket Dinner.]

Should a cricket critic criticise
A critic's cricket week?
Or criticise a critic's size
Of cryptic-writ critique?

"Giant Junkers Plane," says a
newspaper heading. Which re-
minds us that we have never seen
any that would take a prize at a
beauty show.

With the local boom in shares
coinciding with the Interport
cricket week, brokers have decided
to close down during the after-
noons to enable their clerks to
clear up accounts.

We saw somebody on the ferry
just after midnight who looked as
though he had been on a thorough-
ly wet wicket.

"Wu Pei-fu Crops Up Again,"
says a newspaper heading. When
will he be harvest?

We note that three lady M.P.'s
were among those successful in
the ballot for seats on the R.101.
These flighty women!

A contemporary, referring to
the purchase of a rare piece of
jade, says that its peculiarity is
"its sweet, small." Yes, we've
noticed them about that size too.



Lancashire Lad: I come
from a cotton town.
Fair Flapper: I can tell
that by your suit.

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SHANGHAI.

HONGKONG.

PROPOSED RADIO EXHIBITION.

GREATER INTEREST IN LOCAL
BROADCASTING.

POPPY DAY CONCERT.

A proposal to hold a Radio and Gramophone Exhibition on a large scale was raised by Mr. H. Lowcock at the third meeting of the Hongkong Broadcasting Committee on Thursday.

With only one member absent, the Hongkong Broadcasting Committee met for its third meeting on Thursday evening in the Sanitary Board Room, Mr. N. L. Smith presiding. Other members present were:—The Hon. Mr. W. E. L. Shenton, the Hon. Mr. J. P. Braga, and Mr. L. H. King, Prof. R. K. M. Simpson and Messrs. R. Sutherland, O.B.E., B. Wylie, Frank Austin, H. Lowcock, and Chan Heung-pak.

Of the several matters discussed at the meeting, which lasted nearly an hour and a half, the most important was a proposal submitted by Mr. Lowcock to hold a radio and gramophone exhibition some time next month. This proposal was enthusiastically received.

Mr. Lowcock roughly outlined his scheme, which was to hold an exhibition in the City Hall on three successive days, commencing on a Thursday and ending with the last day of the first or third week in December. The main objects of the Exhibition are:—(1).—To arouse interest in broadcasting in the Colony; and, (2).—To afford radio and gramophone dealers an opportunity to exhibit comprehensively radio sets, gramophones and records, and radio gear of all kinds which are obtainable in the Colony. In order to make the exhibition as attractive as possible, Mr. Lowcock proposed that the third and last evening be devoted to a dance night with prizes offered for the best and most original dresses, etc. As a fillip to the show, and also that radio amateurs may find an inducement for the display of their talent, a special prize will be given for the best exhibit of radio sets built by amateurs in the Colony. The price of admission to the Exhibition will be 50 cents only, and \$2 for the dance evening.

Mr. Lowcock has already been promised support by no less than sixteen intending exhibitors who are willing to put up \$100 each for space allotments for various articles for the Show.

The City Hall will, it is hoped, be provided with a number of audition rooms, so that each exhibitor may have a chance of demonstrating the special qualities of his sets.

More Licences.

The Broadcasting Committee's efforts at supplying occasional entertainments to the Colony, with the kind assistance of local talent, and a daily commercial service, are receiving encouraging support, as the following figures in respect of radio licences show. The total number of licences issued up to the end of January last was 172; to the 5th November they increased to 545. The respective increases for each of the nine months from February to October inclusive are as follows:—51, 41, 41, 27, 31, 34, 27, and 66. For the first five days in November, 27 new licences were issued, which is a convincing indication of the interest that has been aroused by the activities of the Broadcasting Committee, who have been fortunate in being so well served by the Programme Secretary and by the ladies and gentlemen whose contributions to the concerts have been very highly appreciated.

Successful Concerts.

A feature of the Programme Secretary's review of the working of her department to date is the number of reports that have been received in connexion with the various concerts broadcast

from the Studio, the Portuguese concert being very well received. The Chairman reported the purchase of Chinese instruments at the suggestion of Mr. Lowcock. The Committee was gratified to learn that the Chinese programmes were considered extremely good.

Radio for Hospitals.

A letter of appreciation was read from the Medical Officer in charge of the Matilda Hospital. The full text of this letter will be broadcast shortly.

It was announced that the Naval Hospital has been equipped and is all ready and prepared with 40 head-phones and four loud speakers for the patients in the hospital to listen in for the first time on November 9 (Poppy Day Appeal). It was also announced that twelve gentlemen had subscribed among themselves a sum of \$400, with which an excellent receiving set has been installed in the Army and Navy Y.M.C.A. City Hall.

A suggestion was considered and approved by the meeting that a series of short talks be delivered by members of the clergy on Sunday evenings. These discourses will be limited to ten minutes for each speaker. Arrangements will be made for a full dance programme to be broadcast once or twice a month from 8.30 p.m. to midnight during the winter season. The music for the first of these dance evenings will be supplied by the Lyric Orchestra.

News Bulletins.

The Chinese members reported that the daily commercial news is regularly received at Canton, Kowloon, Swatow, and Amoy. Mr. Chan Heung-pak, secretary of the Chinese General Chamber of Commerce, informed the meeting that the commercial items were greatly appreciated at the various places mentioned.

The Chairman announced the pleasing fact that for the past few days the approaching arrivals of all steamers of the C. P. R. and Dollar Lines, and also of English mail steamers has been

broadcast from the Studio in the P. & O. Building. Similarly, all mail notices issued by the Post Office are being repeated daily by wireless. These innovations for the benefit of the shipping and mercantile communities cannot fail to be appreciated, and are yet another evidence of the earnest efforts, on the part of the Broadcasting Committee, to be of the greatest service to the community of Hongkong with the limited resources at its command.

Week-End Programmes.

Arrangements have been completed for the relay of the Armistice Day service at the Cenotaph on Monday, and loud speakers have been installed on the verandah of the Supreme Court to amplify the words of the various speakers for the benefit of those attending the ceremony.

The Broadcasting Studio again wishes to remind listeners of the Poppy Day Concert which takes place to-night, and which is one of the biggest and most attractive programmes the studio has attempted. To-day's full programme is as follows:

(Continued on Page 3.)

CELOTEX

INSULATING LUMBER



"ARE THEY COMING
TO LIVE WITH YOU AGAIN
THIS WINTER?"

CANE-FIBRE INSULATION

means protection from the ills and discomforts
of cold weather plus smaller fuel bills

So plan now to repair or remodel your home with Celotex, the only cane-fibre insulation.

Roofs insulated with Celotex retard furnace-heat-leakage . . . protect the entire house from penetrating dampness and chill.

Waste spaces in the attic and basement, when lined with Celotex, are changed into 'delightful' nurseries and playrooms; open porches are transformed into sun rooms, enjoyable all seasons of the year.

No other material seems to provide insulating efficiency and structural strength together quite so well as cane-fibre.

These fibres—long, tough and durable—interlace perfectly into big, strong boards, 7 to 12 feet long, 7/16 inch thick, also made "double thick"—7/8 inch.

And they contain millions of tiny sealed air cells . . . just what is needed for dependable insulation.

When used on the outside of houses, as sheathing, Celotex adds structural strength . . . makes walls tight and permanent.

And on inside walls and ceilings, you can obtain finer, smoother plastered surfaces with Celotex Lath. This better lath, 18 inches by 48 inches and 7/16 of an inch thick, also made "double thick"—7/8 inch, is especially designed to

reinforce against plaster cracks and eliminate lath marks.

"Before you build, buy or remodel, ask your architect, builder or dealer for further information on Celotex—and write us for our free booklet, 'Year 'Round Comfort and Fuel Saving for Every Home'."

The Celotex Company, Chicago, Illinois. [Member of the Home Modernizing Bureau of the National Building Industries, Inc.] In Canada: Alexander Murray & Co., Ltd., Montreal. Sales distributors throughout the world. Reliable dealers can supply Celotex Standard Building Board and Celotex Lath.

SHEWAN TOMES & CO.

Sole Agents,

Hong Kong and South China.

BIG GARAGE

TO LET

NEWLY BUILT.

MODERNLY

EQUIPPED

NEXT TO

STAR THEATRE

APPLY—

GAY KEE

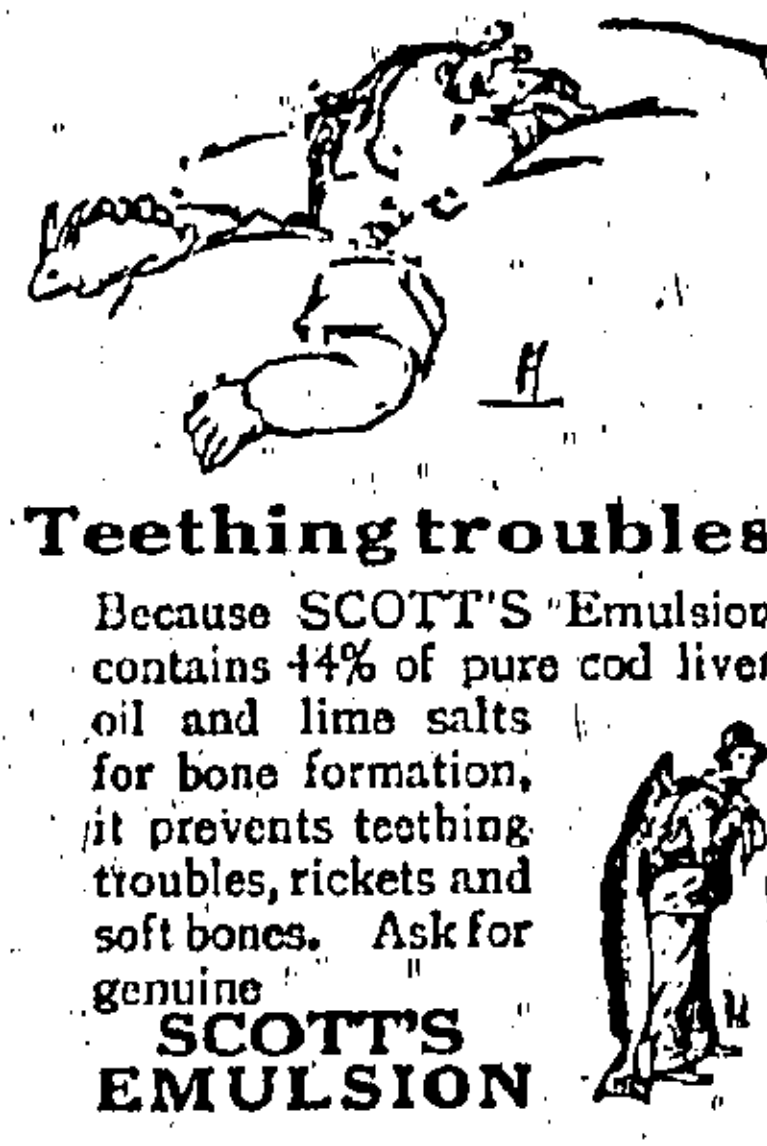
DAVID HOUSE

Tel. C. 1482.

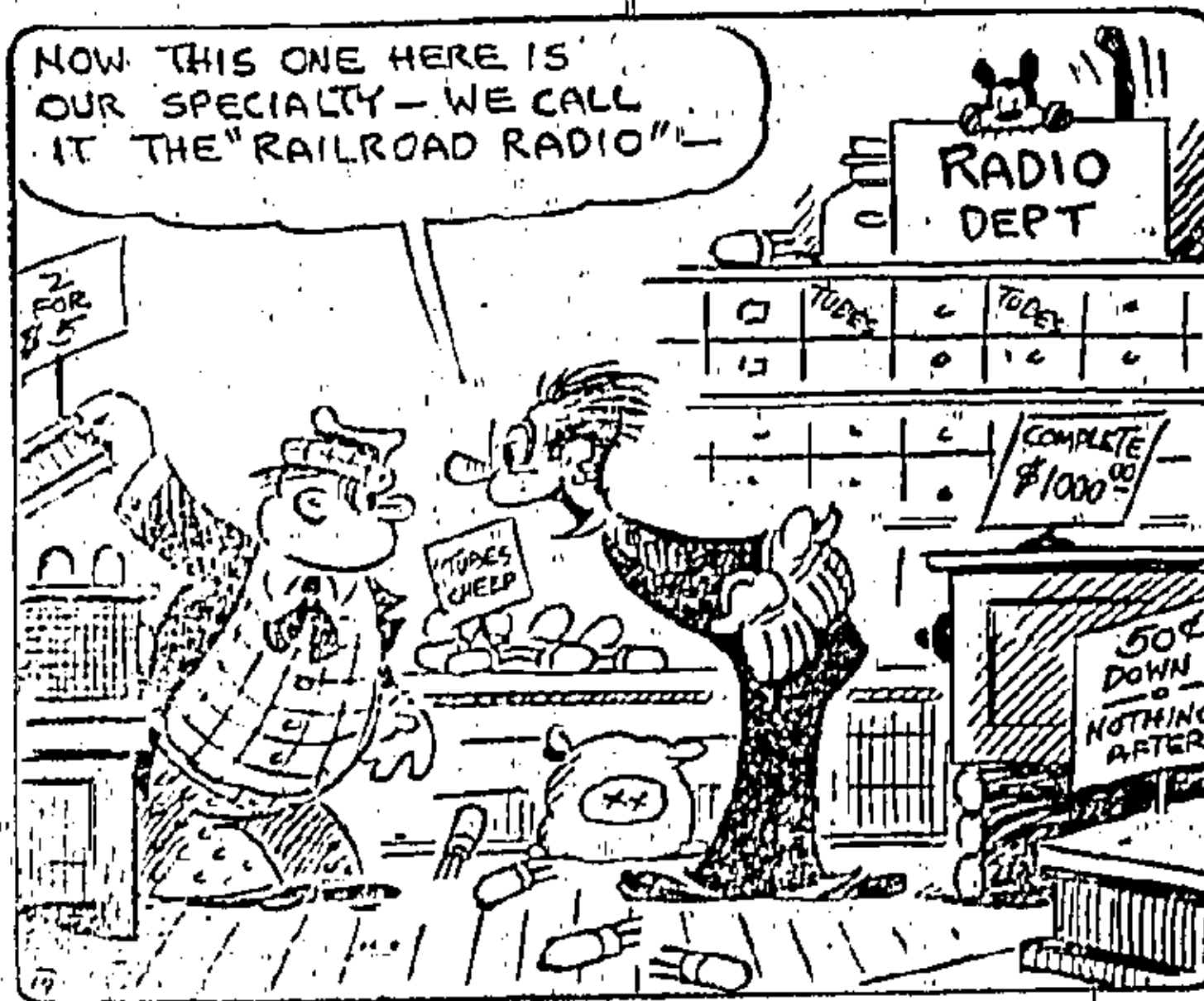
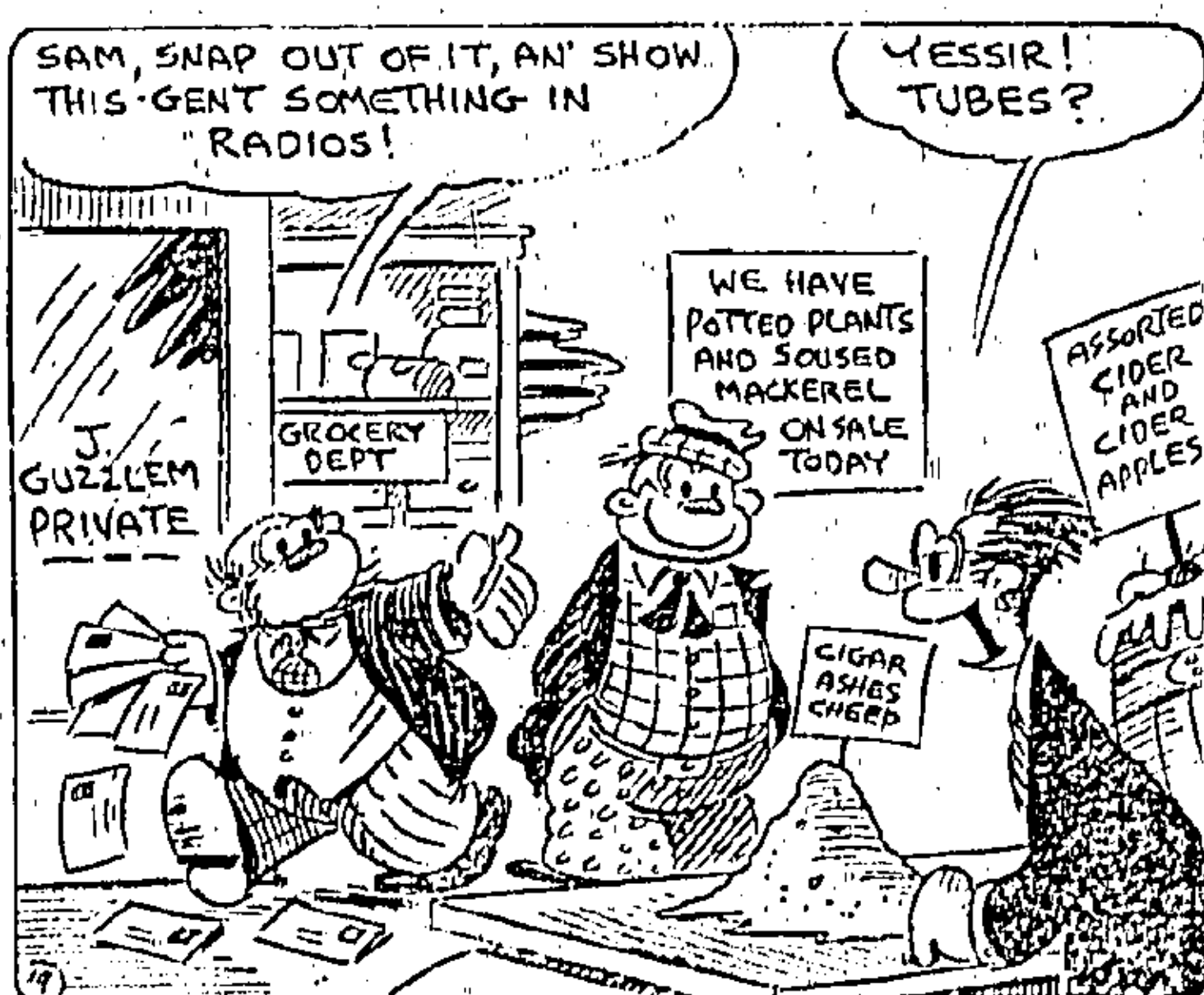
SALESMAN \$AM

Well Named!!

By Small



Teething troubles
Because SCOTT'S Emulsion contains 44% of pure cod liver oil and lime salts for bone formation, it prevents teething troubles, rickets and soft bones. Ask for genuine SCOTT'S EMULSION



McNISH'S
ARE RIGHT -
IT HAS
THE PRE-WAR
FLAVOUR!



McNISH'S
SPECIAL
SCOTCH WHISKY

Lane, Crawford, Ltd.
Sole Agents for Hongkong and South China.

Frigidaire



WHETHER IT
BE THE BABY

AP-4

OR THE ROOMY

AP-18

WE HAVE
THE MODEL
TO SUIT
YOUR
REQUIREMENTS.

ALL ARE
EQUIPPED WITH
THE NEW
EXCLUSIVE

FRIGIDAIRE COLD CONTROL.

DODWELL & CO., LTD.

Sole Agents for Hongkong & South China
Queen's Buildings. Tel. C.1030.

THE TIME FOR BLANKETS

IS HERE, BUT WHAT SHALL BE DONE FOR THOSE
WHO CANNOT AFFORD THEM?

Members of the Committee attend at the Society's
Room, City Hall, every Monday and Thursday,
at 10.30 to receive Gifts of Blankets, part-worn
clothing, etc.

HONGKONG BENEVOLENT SOCIETY
(Est. 1889)

**PROPOSED RADIO
EXHIBITION.**

(Continued from Page 2.)

Broadcast from Z.B.W. on 350 metres.
11.00-11.30 a.m. Commercial news, Stock Exchange reports etc. in Chinese and English and news bulletin.
12.00-1.00 p.m. Demonstration programme of Chinese and English records for use of radio dealers.
1.48 p.m. Weather report.
7.48 p.m. Evening weather report.
Poppy Day Concert.
9 p.m. Selection "Tipperaryland," Stoddon.
The Band of H. M. S. Berwick by kind permission of Captain Robinson and Officers. Conductor Mr. G. J. Maulkin.
9.15 Soprano Song "Danny Boy," Old Irish.
Mrs. Richard Sanger.
Violin Obligato, Mr. John Braga.
Accompanist, Mr. George Grimble.
9.23 Dick Barry and a piano.
(a) "The tune that caught on."
(b) "Rum-ti-tum, come follow the drum."
9.33 Piano Solo "Scherzo Marziale," Villiers Stanford.
Mrs. Scott Little.
9.40 Baritone Song "Shipmates O Mine," Sanderson.
Mr. A. E. Stone.
Accompanist, Mr. George Grimble.
9.48 Contralto Song "There's a Land," Allitsen.
Miss Vivian Holmore.
Accompanist, Mrs. Scott Little.
9.56 Humorous Song.
Mr. Robert Sutherland.
Accompanist, Mr. George Grimble.
10.3 The Hon'ble Mr. W. E. L. Shenton will give a short address on "Poppy Day."
10.8 Selection "Merrie England," E. German.
The Band of H.M.S. Berwick.
Conductor, Mr. G. J. Maulkin.
News Bulletin.
10.20 Selection, H.M.S. Pinafore, Sullivan.
The Band of H.M.S. Berwick.
Conductor, Mr. G. J. Maulkin.
10.30 Soprano Song "Roses of Picardy," Haydn Wood.
Mrs. Richard Sanger.
Violin Obligato, Mr. John Braga.
Accompanist, Mr. George Grimble.
10.38 Dick Barry and a Piano.
(a) Volla.
(b) Cuts of the Cruiser.
10.48 Piano Solo, Lament Opus 148, Villiers Stanford.
Mrs. Scott Little.
10.53 Baritone Song "Requiem," Homer.
Mr. A. E. Stone.
Accompanist, Mr. George Grimble.
11 p.m. Contralto Song "My Prayer," W. H. Squire.
Mrs. Vivian Holmore.
Accompanist, Mrs. Scott Little.
11.7 Humorous English Song.
Mr. Robert Sutherland.
Accompanist, Mr. George Grimble.
11.15 Selection "Voyage in a Troopship," Miller.
The Band of H.M.S. Berwick.
Conductor, Mr. G. J. Maulkin.
God Save The King.
11.30 (approx.) Close down.

Sunday's Programme.

Broadcast by Z.B.W. on 350 metres.
Sunday, November 10: Relay from St. Joseph's Church, Garden Road.
9.55 a.m. to 11 a.m. approx.
Morning service from St. Joseph's Church.
(a) Holy Mass.
(b) Sermon "How Conscience may be Deified" by Rev. R. W. Gallagher S. J.
(c) Benediction of the Blessed Sacrament.
11 a.m. approx. to 1 p.m.
Programme of Chinese records.
(Chinese commercial news if received).
1.48 p.m. Weather report.
7.48 p.m. Evening weather report.
9 p.m. to 10.30 p.m.: Evening general programme, H. M. V. and Victor records by courtesy of Messrs. Moutric and Company.
"Patience," Selection.
The Band of H. M. Coldstream Guards.
"A Word, Allow me."
"A Song of Tender Memories," Peter Dawson, Bass-Baritone.
"The Pilgrim's Song of Hope," "March on a Theme of Handel."
(a) Fairings (b) Come to the Fair, (c) Jock the Fiddler (d) the Ballad-Monger.
Percy Heming, Baritone.
"Symphony No. 2 in D Major," John Barbirolli's Chamber Orchestra.
"Song of the Volga Boatmen," "The Dear Homeland," Peter Dawson, Bass-Baritone.
"Symphony No. 5—Allegro Vivace," G. D. Cunningham.
"Mountain Lovers," "Nirvana," John Turner, Tenor.
"Selection of Leslie Stuart's Songs," The Band of H. M. Coldstream Guards.
10.30 p.m. Close down.
Monday's Programme.
Broadcast by Z.B.W. on 350 metres.
Monday, November 11: Conotaph Ceremony to be relayed.
10.40 a.m. Relay of Armistice Day Ceremony from the Cenotaph.
11.20 a.m. Commercial news (if any received) will be broadcast from the studio.
12.00-1.00 p.m. Demonstration programme.
1.48 p.m. Weather report.
5.30-6.00 p.m. "Children's Programme."
Aunt Joan, Uncle Dick and Uncle Jeff will entertain the kiddies.
6.00-7.00 p.m. Chinese Programme.
7.48 p.m. Weather Report.
9.00-10.30 p.m. Evening programme of Columbia records supplied through the courtesy of Messrs. The Anderson Music Company.
"The Rose," Selection.
Grenadier Guards.
"Spirit Flower," "Muleteer of Malacca," Dennis Noble, Baritone.
"The Shamrock," Selection.
Grenadier Guards.
"While My Pretty One Sleeps," "If You Hadn't Gone Away," Norah Blaney.
"The Thistle (Selection of Scottish

Womanly Fascination

and personal attractiveness in man, depend in no small degree upon the condition of the skin and of the breath. One of the commonest causes of facial eruption and of blotched and yellow skin is constipation. It is likewise responsible for most ill-smelling breath.

To dispel constipation nothing better exists than Pinkettes, the dainty little laxative liver regulators. Sick headaches, bilious attacks, flatulence, foul breath, vertigo, pimply and sallow complexion, are quickly corrected by their use. Your chemist supplies Pinkettes at 60 cents the vial.



INDIAN PROBLEM.

PRINCE'S PLEA FOR CO-OPERATION.

London, Nov. 8.
The Maharajah of Alwar, one of the Ruling Princes of India, in an address to members of all the political parties in the committee room of the House of Commons, cordially welcomed the announcement in the Simon-MacDonald correspondence, and also the Viceroy's pronouncement, on the ultimate goal of British policy as crystallised in the words Dominion Status.
Having referred to the special position of the Indian States, the Maharajah added that the goal of India did not seem to him to be in doubt, but difficulties appeared when the question was considered as regards the time when this Dominion Status goal might be reached. He continued: "My simple answer to that proposition is, when, by actual consent between the Government of British India and ourselves, our future relations are adjusted so that we can all unitedly work towards achievement of this ideal. The conference, that has been suggested will be a fundamental factor, I most devotedly hope, in the achievement of this method, and then it will only remain for each one of us concerned to aspire towards the ideal, which in my case has always been a United States of India, with the States working out their own destiny in accordance with their own traditions and environment; Britain and India going each her own way, neither interfering with the other in their domestic or internal concerns, but uniting together in matters of common interest—*British Wireless.*

Melodies," Grenadier Guards.
"Leaning," "Hoein," Harold Williams, Baritone.
"The Leek, Selection—Welsh Airs," Grenadier Guards.
"Parted," "O Lovely-Night," Doris Vane, Soprano.
"Classica, Selection," Solo, Quentin M. Maclean.
"He's Tall, Dark and Handsome," "Virginia (There's a Blue Ridge in my Heart)," Sophie Tucker Orchestra.
"Memories of Mendelssohn," J. H. Squire Celate Octet.
"Hit the Deck," Vocal Medley.
10.30 p.m. Close down.

OLD TAYLOR
Scotch Whisky
AGED BY TIME
RICH & RARE
OLD TAYLOR
SCOTCH WHISKY
4 GOLD MEDALS
N.S. Moses & Co. Ltd.
111, C.1072.

ELITE STYLES

THE LITTLE STORE IN THE A.P.C. BUILDING
ANNOUNCES THE ARRIVAL

OF A WIDE SELECTION OF
NEW GOODS

INCLUDING —

HAND-BAGS

DAINTY FELT HATS

OVERCOAT MATERIALS

FUR CUFFS AND COLLARS

KID AND LEATHER GLOVES

JAEGER

3-Piece Woollen Suits

EVENING WEAR FLOWERS

and many other novelties.

THE STORE FOR RELIABLE
GOODS AT REASONABLE PRICES.

ARTS & CRAFTS

FURNISHING SHOWROOMS

(Opposite the Racecourse)

SHANGHAI.

Remind you of the High-class Furnishing
houses in London, New York and
Paris where you may inspect
the most modern styles or faithful
reproductions of English
American or French Periods as
show by their Exhibition of

**FURNITURE
FABRICS
CARPETS**

Decorative Plaster
and metal work
stained and
leaded glass.

MRS. SEKAI

MASSAGE

6, Wyndham Street, 1st floor,
Hongkong.

MASSAGE HALL

MRS. S. UZUNOYE

Expert Masseuse
87, Queen's Road C., 2nd floor.

THE NEW FRENCH REMEDY.
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3
No. 1 for Rheumatism, No. 2 for Head &
Back Pain, No. 3 for Gout & Gravel.
SOLD BY LEADING CHEMISTS. PRICE IN POUNDS 1/6
PER DOZEN. 1/3 PER DOZEN. 1/6 PER DOZEN.
SEE TRADE MARKS WORD "THERAPION" ON
BOTTLE. BEWARE OF IMITATIONS.

TO-DAY'S WANTS**25 WORDS — ONE DOLLAR****(\$1.50 IF NOT PREPAID)***The following replies have been received:—*

295, 300, 301, 305, 306, 315 344, 363, 371,
374, 376, 381, 385, 411, 426, 427, 443, 445,
455, 461, 462, 465, 474, 475, 486, 505, 512,
545, 547, 556, 557, 562, 565, 566.

SITUATIONS WANTED.

SITUATIONS WANTED.—I am a white girl sixteen years of age desiring employment in any capacity which does not call for office experience. The cold weather is approaching and I need employment, so will those who require reliable, white help please communicate with me? Box No. 582, care of "Hongkong Telegraph."

WANTED.

WANTED.—On January 1st, 1930, by family of three (one adult and two children over thirteen years of age) board and lodging with European family whose residence is located near Star Ferry Pier, Kowloon. Reply stating monthly rate, etc. to Box No. 582, care of "Hongkong Telegraph."

MISCELLANEOUS.

YOUNG BACHELOR, fond of sport, would like to join mess either in Hongkong or Kowloon, failing this, would take accommodation with private family as paying guest. Write Box No. 581, care of "Hongkong Telegraph."

R.E.O.C.A. The annual dinner of the "Royal Engineers' Old Comrades Association" will be held in the Savoy Hotel, on Thursday, the 14th inst., at 8.30 p.m. Tickets at \$2.50 each may be obtained from the Hon. Sec. H. Reg. Latham at No. 1, "D" Block Kennedy Road, or the Engineers' Institution, Cornsnaught Rd., or from members of the Committee.

FOR SALE.

Offers Invited For DESIRABLE RESIDENCE, in Peak District (near Motor Road). Furnished or unfurnished; Modern Sanitation; Four Large Rooms with Enclosed Verandahs; Two Bathrooms, Pantry, Drying Room, etc., etc. Write: Box No. 561, care of "Hongkong Telegraph."

FOR SALE.—Cinema Pathé-baby Super Set—Super Projector, Super Lamp, Super Screen, Super Reels and Motocamera. Film repair outfit. Good as new. Fair price required. Box No. 580, care of "Hongkong Telegraph."

TO BE SOLD.

55 The Peak, lately occupied by Dr. Harston and adjoining the Peak Hospital. Unfurnished. Convenient, comfortable and cool. Six rooms and Dressing room. Four bathrooms, hot and cold water. Modern sanitation. Gas and Electric Light. Use of Tennis Court. Suitable for a Mess of five, or could be easily divided to suit two couples. Close to Tram Station and Motor Road.

Apply:

THE HONGKONG REALTY AND TRUST COMPANY, LIMITED.
Exchange Building.

PREMISES TO LET.

TO LET.—Office Rooms, Hongkong and Shanghai Bank Building. Apply to Sang Kee, same Building.

TO LET.

Situated within 5 minutes drive from Repulse Bay.

A Large

EUROPEAN HOUSE

with 13 breezy rooms with all modern conveniences. Excellent Views from Verandahs, with open air swimming pool, Garage and Tennis Court attached. Ready for Occupation.

Apply to:—

SANG KEE.

Hongkong Bank Building.

APARTMENTS TO LET.

VICTORIA PRIVATE HOTEL, HANKOW ROAD, KOWLOON. Rooms with full board from \$95 to \$130; per month, double rooms for 2 persons with full board from \$180 per month, daily rates from \$4 per day, European management. Tel. K.357.

CHURCH NOTICES.

For the Twenty-fourth Sunday After Trinity.

LOCAL SERVICES.

St. John's Cathedral, Hong Kong. 10th November, 1929. Choral Eucharist, 8 a.m. Holy Communion at Peak Church, 8 a.m. Military Service, 9.30 a.m. Children's Service, 10 a.m. Sunday School at Peak School, 10 a.m. Matins, 11 a.m. Preacher: Rev. H. V. Koop. Evensong, 6 p.m. Preacher: The Dean. Armistice Day, Monday, November 11th. Holy Communion, 7.45 a.m. Official Commemoration Service, 9.45 a.m.

Union Church, Kennedy Road, Hong Kong. Sunday, November 10th, 1929. Sunday Schools, 10 a.m. Kennedy Road, 3 p.m. Talkoo. Armistice Services, Morning, 11 a.m. Preacher: Rev. F. C. Young. Hymns, 644, 21, 632, 643, 310. Evening, 6 p.m. Preacher: Rev. F. C. Young. Hymns, 599, 309, 628, 649, 671. The Offerings at these services will be on behalf of Earl Haig's Fund for Ex-Servicemen and their dependents.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road. Sunday Services, 11.15 a.m. Subject "Adam and Fallen Man." The Sunday School is held at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5.30 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church, The First Church of Christ Scientist, in Boston, Mass., U.S.A.

BANK HOLIDAYS.

In accordance with ordinance No. 5 of 1912, the Exchange Banks will be closed for the transaction of public business on Monday, 11th of November (Armistice Day).

MRS. MOTONO**HAND & ELECTRIC****MASSAGE**

No. 31B, Top Floor, Wynnham St. Hongkong.

METALS

of all kinds especially for shipbuilding and engineering work. Complete stock. Best Terms. Immediate delivery.

SINGON & CO.,

ESTABLISHED A.D. 1880

HING LUNG ST.

Phone.....Central 315

New Advertisements**NOTICE.**

Armistice Day.
11th November, 1929.
Persons arriving by car to attend the Ceremony at the Cenotaph are requested to direct their drivers to proceed via Des Voeux Road, Central to Statue Square, where the passengers will alight and walk to the Cenotaph.

T. H. KING,
Capt. Supt. of Police.
Hongkong 9th November, 1929.

ARMISTICE DAY DINNER.

Tickets for the above may be obtained from Mr. H. R. Remington, Assistant Hon. Secretary, British Legion, c/o Messrs. Harry Wickling & Co., and from Mr. Hampden Ross, Hon. Secretary, Dinner Committee, c/o Messrs. Percy Smith, Seth and Fiddling.

HONGKONG JOCKEY CLUB.

The Half Yearly General Meeting of Voting Members will be held in the Jockey Club Room, Hongkong Club Annex, on Monday, 18th November, 1929, at 5.15 p.m.

By Order,

C. B. BROWN,Secretary.
Hongkong, 1st November, 1929.**THE CHINA LIGHT & POWER CO. (1918), LTD.****NOTICE TO SHAREHOLDERS.**

By virtue of the authority vested in them by Ordinary Resolution of the Company passed by Shareholders at an Extraordinary Meeting held on 6th May, 1929, the Directors of the Company have resolved to offer to Shareholders Additional Shares in the proportion of one Additional Share of the nominal value of \$5 for every 4 Shares of which they are the registered holders on the date of the Ordinary Yearly Meeting of the Company to be held in 1929.

Such Additional Shares will be issued at par. One dollar per share will be payable on acceptance of the offer on or before 2nd January, 1930, in the case of shareholders whose registered address is in the Colony of Hongkong or the Far East. In the case of shareholders whose registered address is outside the Far East, the date for payment will be 2nd April, 1930.

The balance of \$4 per share will be payable at such time or times as shall be decided by the Directors.

By Order of the Board

of Directors,

SHEWAN, TOMES & CO.,General Managers.
Hongkong, 7th November, 1929.**Lammert's Auctions****PUBLIC AUCTION.**

The Undersigned have received instructions to sell by Public Auction,

on Thursday, the 14th November, 1929, commencing at 11 a.m., at No. 19, Humphrey's Building, Kowloon,

A Quantity of Valuable Household Furniture,

comprising:—
Teak Hatstand, Grand Father Clock, Chesterfield Couch and Chairs, Armchairs, Teak Cabinet, Gramophone, Curtains, Pictures, Ornaments, Carpets, Rugs, etc., etc.

Teak Extension Dining Table, Teak Chairs, Teak Sideboard, Teak Book Case, Crockery, Glass Ware, Filter, Teak Ice Chest, etc., etc.
Teak Bedstead, Teak Wardrobe with Glass Door, Teak Dressing Table, Teak Chest of Drawers, etc., etc.

also
Several Pieces of Blackwood Ware,

and
One Grand Piano by John Broadwood & Son.

Catalogues will be issued. On View from Wednesday, the 13th November, 1929.

Terms—Cash on Delivery.
LAMMERT BROS.,
Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on Friday, the 15th November, 1929, commencing at 5.15 p.m., at their Sales Room, Duddell Street,

A Valuable Collection of Postage Stamps.

Terms—Cash on Delivery. On View from Thursday, the 14th November, 1929.

Catalogues will be issued.
LAMMERT BROS.,
Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on Friday, the 15th November, 1929, commencing at 2.30 p.m., at their Sales Room, Duddell Street,

A Large Quantity of Valuable Household and Office Furniture,

comprising:—
Porcelain Jardinières, Hatstands, Dressing Mirror, Glass Cabinet, Chesterfield Couch and Armchairs, Pianos, Gramophones and Records, Leather Covered Armchairs, Carpets, Rugs, Chinese Pictures in Blackwood Frames, Box Couch, Electric Table Fans, Electric Heater, Carpets, Rugs, Sewing Machines, Typewriters, Porcelain Figures, Candles, etc., etc.
Teak Dining Tables, Dining Chairs, Sideboards, Dinner Wagons, Crockery, Glass Ware, Cooking Utensils, Ice Chests, etc., etc.
Teak and Iron Bedsteads and Mattresses, Wardrobes with Bevelled Mirrors, Dressing Tables, Chests of Drawers, Washstands, Chamber Stands, Linen, Blankets, etc., etc.

and
A Quantity of Canton Blackwood Furniture.

Terms—Cash on Delivery. On View from Thursday, the 14th November, 1929.

Catalogues will be issued.
LAMMERT BROS.,
Auctioneers.

GRAND CONCERT.

(arranged by Mr. H. Ore)
in aid of
ST. PETER'S CHURCH YOUNG MEN'S CLUB.

AT
THE CATHEDRAL HALL
THURSDAY
NOVEMBER 14th
at 9.15 p.m.

ARTISTES

Mr. H. Ore
Mrs. C. Bonenfant, Mrs. J.D. Valentine
Mr. C. Bonenfant, Capt. J.L.P. Macnair
Mr. Li Chor Chi

Admission \$2.
Service-men in uniform Half Price.

POST OFFICE NOTICE**RADIO NOTICES.**

The Radio Office, where full information concerning all wireless services may be obtained at all times, is situated on the ground floor of the P. and O. Building in Des Voeux Road, next to the General Post Office. Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this. Letters and postcards for Europe and the British Isles are forwarded via Siberia if so superscribed.

INWARD MAILS.

From	Per	Date
U.S.A. (Seattle, 10th October).	Pres. Taft	Nov. 9.
Canada, Japan and Shanghai	(Ship due 8th 9 p.m.)	Nov. 9.
Shanghai and Swatow	Sunning	Nov. 9.
Calcutta and Straits	Hosang	Nov. 9.
Manila	Empress of France	Nov. 10.
Manila	President Jackson	Nov. 11.
Straits	Alipore	Nov. 11.
Shanghai and Swatow	Chengtu	Nov. 11.
Straits	Calchas	Nov. 12.
Japan and Shanghai	Lahore	Nov. 12.
U.S.A. (San Francisco Oct. 18).	Atsuta Maru	Nov. 16.
Honolulu, Japan and Shanghai	President Monroe	Nov. 16.
Manila	Pres. Taft	Nov. 17.
U.S.A. (San Francisco Oct. 25).	President McKinley	Nov. 18.
Honolulu, Japan and Shanghai	Shidzuoka Maru	Nov. 18.
Japan and Shanghai	Shinyo Maru	Nov. 19.
U.S.A. (San Francisco Oct. 23).	Kaga Maru	Nov. 19.
Honolulu, Japan and Shanghai	Forthos	Nov. 19.
Japan and Shanghai	Emp. of Russia	Nov. 21.
U.S.A. (Victoria B.C. Nov. 2).	Tango Maru	Nov. 21.
Australia and Manila	President Jefferson	Nov. 22.
U.S.A. (Seattle Nov. 2), Canada, Japan and Shanghai	Emp. of Russia	Nov. 25.
Manila	Teucer	Nov. 27.
Japan	President Wilson	Nov. 30.
U.S.A. (San Francisco Nov. 1), Honolulu, Japan and Shanghai		

OUTWARD MAILS.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

For	Date and Time.
Fort Bayard	Tai Pook Sek Sat., Nov. 9, 1.30 p.m.
Shanghai	Suiyang Sat., Nov. 9, 1.30 p.m.
Straits	City of Melbourne Sat., Nov. 9, 2.30 p.m.
Manila	President Taft Sat., Nov. 9, 3.30 p.m.
Bangkok via Swatow	Hailong Sat., Nov. 9, 5 p.m.
Amoy	Anhui Sat., Nov. 9, 5 p.m.
Straits and parcels for Germany via Hamburg	Main Sat., Nov. 9, 5 p.m.
Swatow, Amoy and Formosa	Canton Maru Sun., Nov. 10, 9 a.m.
Sam Shui and Wuchow	Tai Hing Sun., Nov. 10, 4 p.m.
Shanghai and Japan	Sawa Maru Mon., Nov. 11, 10.30 a.m.
Shanghai, Japan, Canada, U.S.A., Central and South America and Europe via Victoria B.C. and Europe via Siberia	Pres. Jackson Mon., Nov. 11, 11.15 a.m.
	Parcels Sat., Nov. 9, 11.15 a.m.
	Registration Sat., Nov. 9, 11.15 a.m.
	Letters Sat., Nov. 9, 11.15 a.m.
	(Due Victoria B.C., 2nd Dec.)
	Kaying Mon., Nov. 11, Noon
	Hydrangea Mon., Nov. 11, Noon
Bangkok via Swatow	Calchas Tues., Nov. 12, 1 p.m.
Swatow	K. P. O. Tues., Nov. 12, 1 p.m.
Straits	Registration Tues., Nov. 12, 1.45 p.m.
	Letters Tues., Nov. 12, 2.30 p.m.
	(Due Marseilles, 15th December.)
Swatow, Amoy and Foochow	Hai Ning Tues., Nov. 12, 2 p.m.
Swatow	Hangsang Tues., Nov. 12, 5 p.m.
Shanghai, Japan, Honolulu, U.S.A., Canada, Central and South America and Europe via San Francisco and Europe via Siberia	Korea Maru Wed., Nov. 13, 8.30 a.m.
	Registration Wed., Nov. 13, 8.30 a.m.
	Letters Wed., Nov. 13, 8.30 a.m.
	(Due San Francisco Dec. 6.)
Amoy, Pakhoi and Haiphong	Liangchow Wed., Nov. 13, 8.30 p.m.
Swatow, Amoy and Foochow	Chengtu Thurs., Nov. 14, 8.30 a.m.
Australia and New Zealand via Thursday Island	Chip Shing Thurs., Nov. 14, 5 p.m.
	Tai Ping Fri., Nov. 15, 1 p.m.
	Parcels Fri., Nov. 15, 1.45 p.m.
	Registration Fri., Nov. 15, 2.30 p.m.
	Letters Fri., Nov. 15, 10.30 a.m.
	(Due Thursday Island, 24th Nov.)
Swatow, Amoy and Foochow	Haiyang Fri., Nov. 15, 1 p.m.
Straits, Ceylon, India, Mauritius, East and South Africa, Egypt and Europe via Marseilles	Atsuta Maru Sat., Nov. 16, 1 p.m.
	K.P.O. Sat., Nov. 16, 1 p.m.
	Registration Sat., Nov. 16, 4.30 p.m.
	Letters Sat., Nov. 16, 5 a.m.
	G.P.O. Sat., Nov. 16, 5 a.m.
	Registration Sat., Nov. 16, 8.45 a.m.
	Letters Sat., Nov. 16, 9.30 a.m.
	(Due Marseilles 16th December.)
Straits and Calcutta	Kumsang Sat., Nov. 16, 1 p.m.
	Parcels Sat., Nov. 16, 1 p.m.
	Letters Sat., Nov. 16, 1 p.m.
Swatow and Bangkok	Kiangsu Sun., Nov. 17, 8.30 a.m.
Japan, Honolulu, Canada, U.S.A., C. and S. America and Europe via San Francisco	Pres. Taft Mon., Nov. 18, 1 p.m.
	Parcels Mon., Nov. 18, 1 p.m.
	Registration Mon., Nov. 18, 4.15 p.m.
	Letters Mon., Nov. 18, 5 p.m.
	(Due San Francisco 11th Dec.)
Shanghai and Europe via Siberia	Pres. Taft Mon., Nov. 18, 1 p.m.
	Registration Mon., Nov. 18, 1 p.m.
	Letters Mon., Nov. 18, 1 p.m.
	G.P.O. Mon., Nov. 18, 1 p.m.
	Registration Mon., Nov. 18, 1.45 p.m.
	Letters Mon., Nov. 18, 2.30 p.m.
	(Due Marseilles 20th Dec.)
Amoy	Kutsang Tues., Nov. 19, 5 p.m.
Swatow	Kwai Sang Tues., Nov. 19, 5 p.m.
Manila, Australia and New Zealand via Thursday Island	Kaga Maru Wed., Nov. 20, 8.45 a.m.
	Registration Wed., Nov. 20, 8.45 a.m.
	Letters Wed., Nov. 20, 9.30 a.m.
	(Due Thursday Island 2nd Dec.)
Sandakan	Hin Sang Wed., Nov. 20, 1 p.m.
Manila	Empress of Russia Thurs., Nov. 21, 8.30 p.m.
Japan and Europe via Siberia	Tango Maru Fri., Nov. 22, 9.30 a.m.
	*Superscribed Correspondence only.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

For	Date and Time.
Fort Bayard	Tai Pook Sek Sat., Nov. 9, 1.30 p.m.
Shanghai	Suiyang Sat., Nov. 9, 1.30 p.m.
Straits	City of Melbourne Sat., Nov. 9, 2.30 p.m.
Manila	President Taft Sat., Nov. 9, 3.30 p.m.
Bangkok via Swatow	Hailong Sat., Nov. 9, 5 p.m.
Amoy	Anhui Sat., Nov. 9, 5 p.m.
Straits and parcels for Germany via Hamburg	Main Sat., Nov. 9, 5 p.m.
Swatow, Amoy and Formosa	Canton Maru Sun., Nov. 10, 9 a.m.
Sam Shui and Wuchow	Tai Hing Sun., Nov. 10, 4 p.m.
Shanghai and Japan	Sawa Maru Mon., Nov. 11, 10.30 a.m.
Shanghai, Japan, Canada, U.S.A., Central and South America and Europe via Victoria B.C. and Europe via Siberia	Pres. Jackson Mon., Nov. 11, 11.15 a.m.
	Parcels Sat., Nov. 9, 11.15 a.m.
	Registration Sat., Nov. 9, 11.15 a.m.
	Letters Sat., Nov. 9, 11.15 a.m.
	(Due Victoria B.C., 2nd Dec.)
	Kaying Mon., Nov. 11, Noon
	Hydrangea Mon., Nov. 11, Noon
Bangkok via Swatow	Calchas Tues., Nov. 12, 1 p.m.
Swatow	K. P. O. Tues., Nov. 12, 1 p.m.
Straits	Registration Tues., Nov. 12, 1.45 p.m.
	Letters Tues., Nov. 12, 2.30 p.m.
	(Due Marseilles, 15th December.)
Swatow, Amoy and Foochow	Hai Ning Tues., Nov. 12, 2 p.m.
Swatow	Hangsang Tues., Nov. 12, 5 p.m.
Shanghai, Japan, Honolulu, U.S.A., Canada, Central and South America and Europe via San Francisco and Europe via Siberia	Korea Maru Wed., Nov. 13, 8.30 a.m.
	Registration Wed., Nov. 13, 8.30 a.m.
	Letters Wed., Nov. 13, 8.30 a.m.
	(Due San Francisco Dec. 6.)
Amoy, Pakhoi and Haiphong	Liangchow Wed., Nov. 13, 8.30 p.m.
Swatow, Amoy and Foochow	Chengtu Thurs., Nov. 14, 8.30 a.m.
Australia and New Zealand via Thursday Island	Chip Shing Thurs., Nov. 14, 5 p.m.
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	Registration Sat., Nov. 16, 8.45 a.m.
	Letters Sat., Nov. 16, 9.30 a.m.
	(Due Marseilles 16th December.)

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WOMAN'S WORLD FOR OUR LADY READERS.



coiffed head! Billie Dove, smart First National star, sanctions the coronet hairdress, a style in perfect accord with her regal personality. The bobbed-haired miss can put her own locks in a net of fine mesh and circle an extra braid of hair around her head, achieving the idea. For the woman who has kept her tresses long, it is a distinct departure from any idea seen recently. This, for the formal arrangement. Will it be a forerunner of the "puffs" and the return of the "Gibson Girl" pompadour? Time will tell.

The old adage about a woman's hair being "her crowning glory" was never more pronounced than it is in this ultra-feminine era of 1929-30. The adoption of frills in our attire, brings with it the necessity for a soft feminine coiffure, not sacrificing however "individuality."

But before any of these considerations comes the need for shiny lustrous hair, which is every woman's heritage and incidentally the paramount requisite of loveliness.

Generally at the close of the summer months, regardless of what care we have given it, we discover our hair is inclined to be dull, sun-streaked and a little coarse, however now with the approach of cool weather we can give our hair the careful attention we neglected during those lazy hot days.

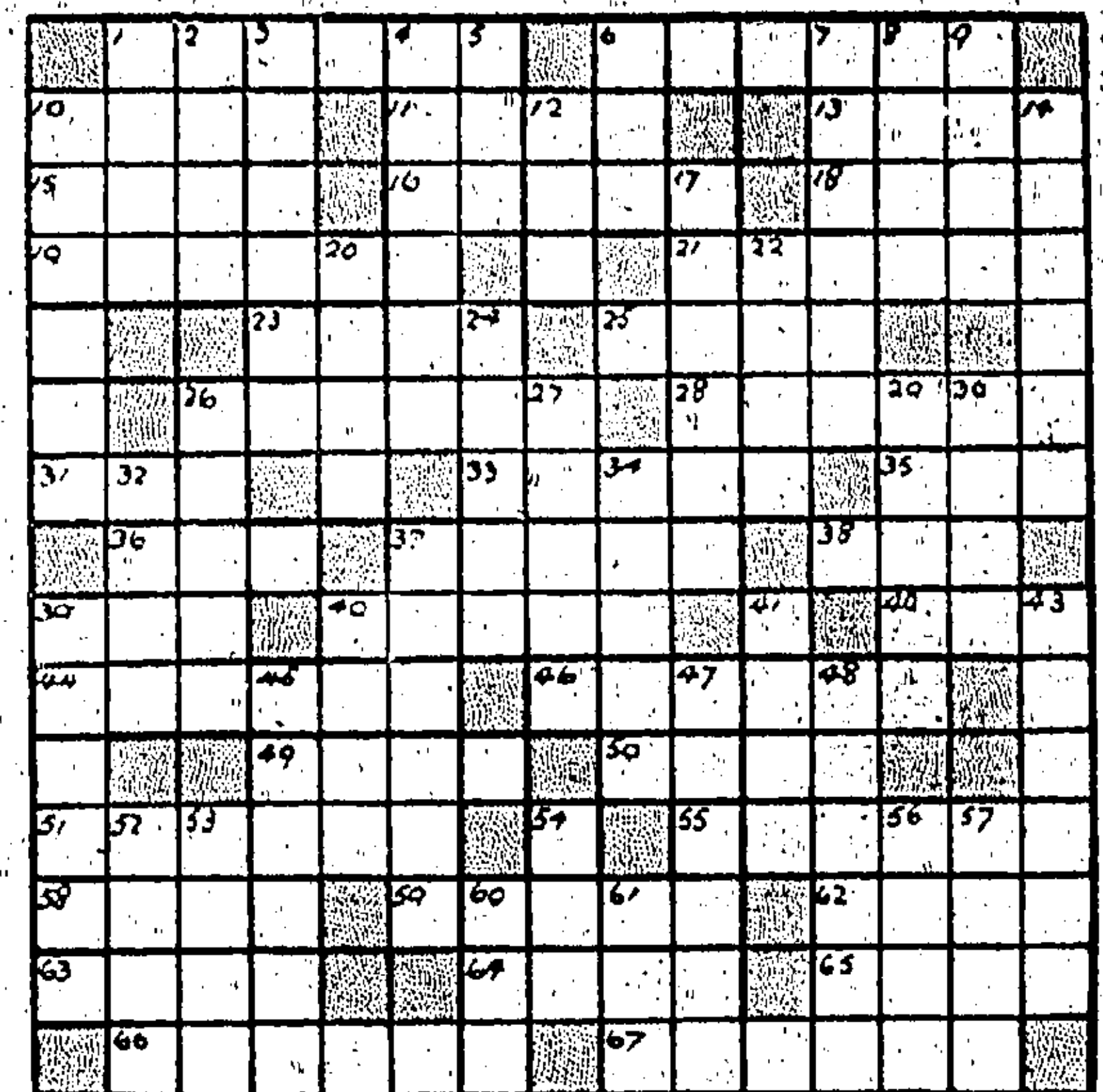
A regular routine of hair culture; just as most of us thoroughly treat our skin, should be our daily duty. To begin with we resume our nightly brushing, vigorously from the scalp down to the roots—this custom if adhered to religiously will in a very short time prove most gratifying—the hair grows bright and very much alive, thus insuring its healthy state, for brushing exhilarates the growth of the cells in the scalp and stimulates the circulation of the blood. Massaging the scalp thoroughly after brushing is most beneficial. It is popularly

assumed amongst beauticians that a regular weekly hair wash will "do the trick," however, that can be left to the discretion of the individual, inasmuch as different heads react differently to this treatment. Pure castile soap is an excellent shampoo for most heads. When the hair is slightly faded and rather brittle, an oil treatment is most effective. Hair specialists stress the value of a green soap or egg shampoo for oily hair. However, before using any shampoo or additional lotion, it is well to consider the texture and quality of the hair, for your mission is to beautify rather than deter the healthy condition of the hair. And, only healthy hair can be beautiful!

After the loveliness of the hair is achieved we can devote our thoughts to "the most becoming coiffure."

Pre-war fashions, styles that have not been seen for more than a decade, are returning to popularity, since the dressmaker period is once more upon the style mart. With the return of the Redingote, the princess and trotteur styles, Milady is finding herself at the cross-roads of hairdress modes. However, with a little study of "type," the movements of the hair, contour of the head, line of the face and the mode of the moment, Milady can evolve a very becoming and artistic coiffure. First National stars are aware of the significance of a beautiful

OUR NEW BRITISH CROSSWORDS

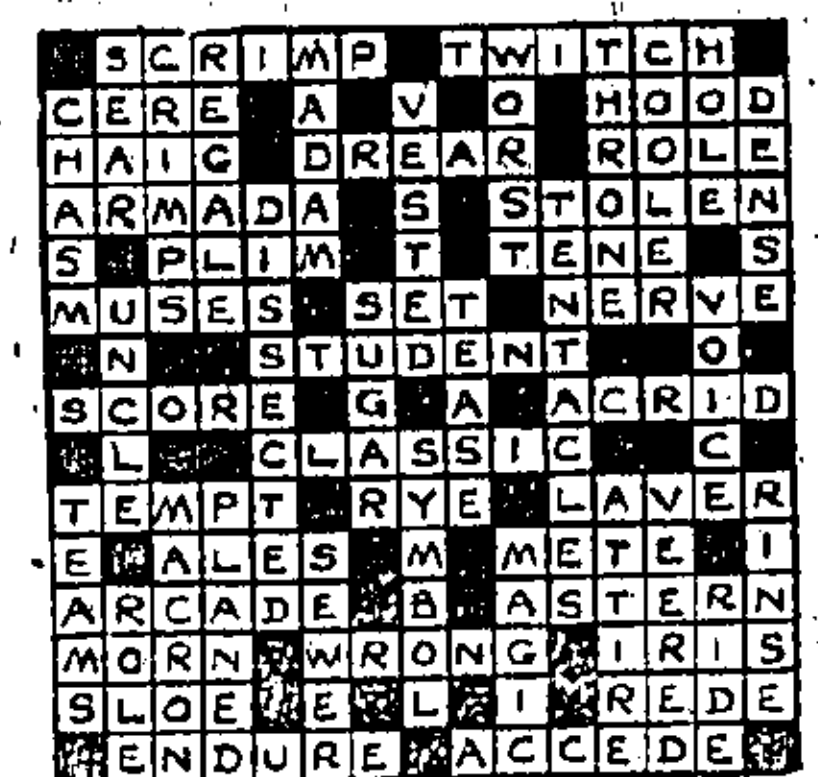


Across
1 Confess and absolve.
6 Put in right order.
10 Opposite to avenger.
11 Eagle.
13 Extremists.
15 Regretted.
16 Requires.
18 One.
19 Draw.
21 Pure.
23 Crowd.
25 In a little while.
26 Reverenced.
28 Revolve.
31 Couple.
33 Provided with weapons.
35 Wager.
36 Go astray.
37 Shun.
38 Joke.
39 Pouch.
40 Ringlet.
42 Cause to sit.
44 Three-footed object.
46 Grave.
49 Way of departure.
50 Advise.
51 Shores.
52 Explanation.
58 Kind of short petticoat.
59 Attempts.
62 Challenge.
63 Wild plum.
64 Fabulous monster.
65 Always.
66 Staid.
67 Loves ardently.

Down
1 Turn round.
2 Take notice of.
3 Make smaller.
4 Child.
5 Before.
6 Gave food to.
7 Idler.
8 Transparent substance.

9 Prepare for publication.
10 Fervent.
12 Froth.
14 Boiled slowly.
17 Noted.
20 Pinnacle.
22 Cover.
24 Form by interlacing.
25 Enrky.
27 Rust.
29 Deceive.
30 Prong.
32 Have on.
34 Screw.
37 Painter.
39 Instruments of punishment.
40 Topic.
41 Give over.
43 One who turns.
45 Clothed.
47 Skilled.
48 Peruser.
52 Lubricants.
53 Genus of the lily order.
54 Head covering.
56 Spare.
57 Minerals.
60 Part of a fish.
61 Age.

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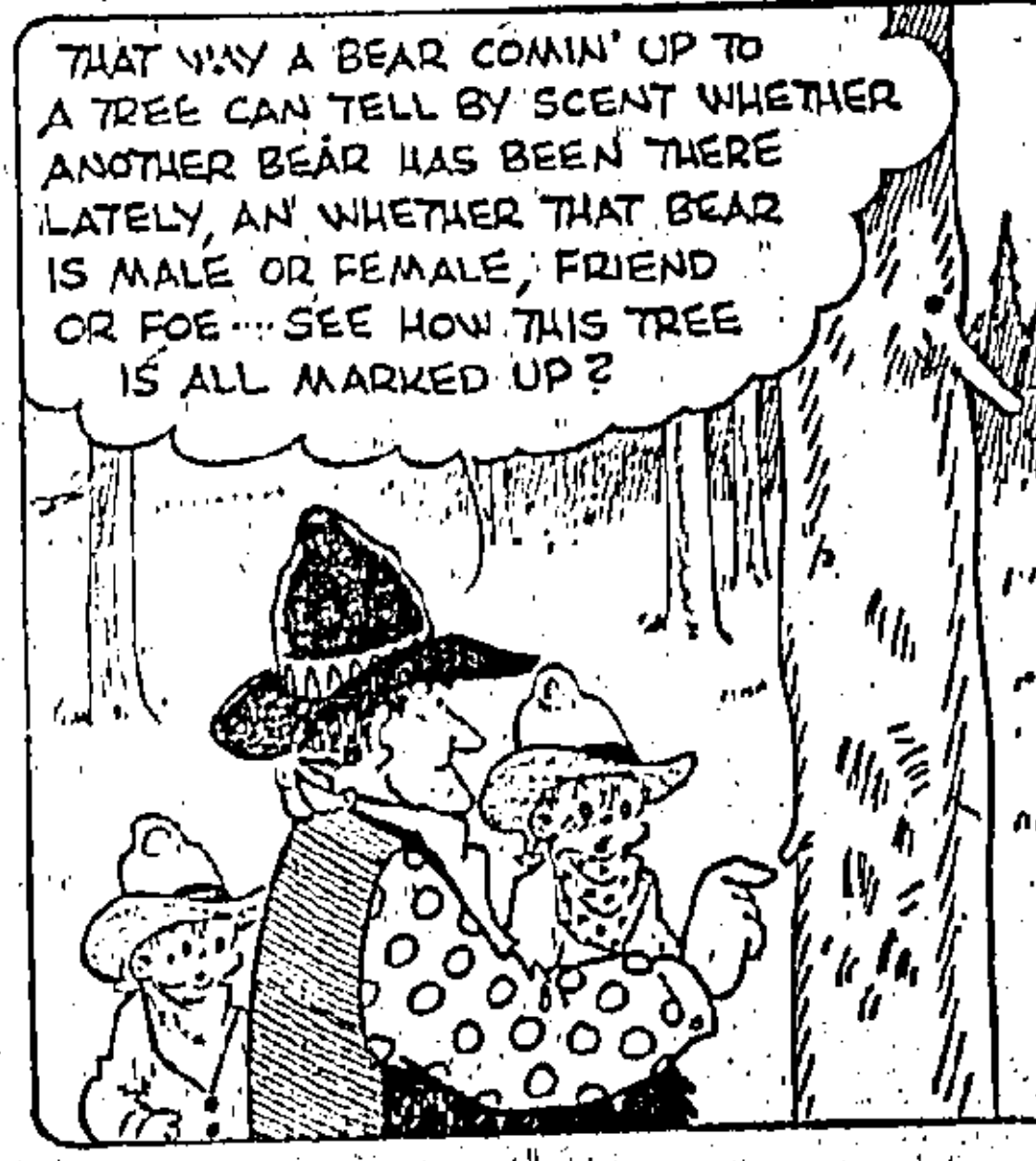
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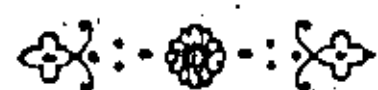
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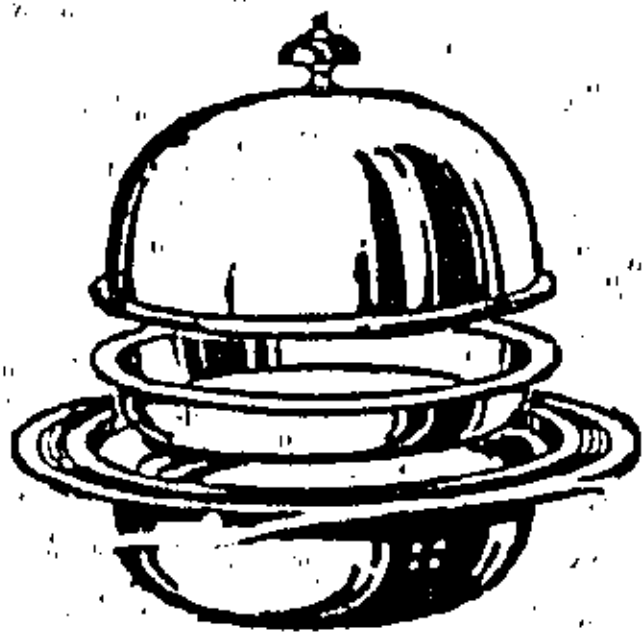
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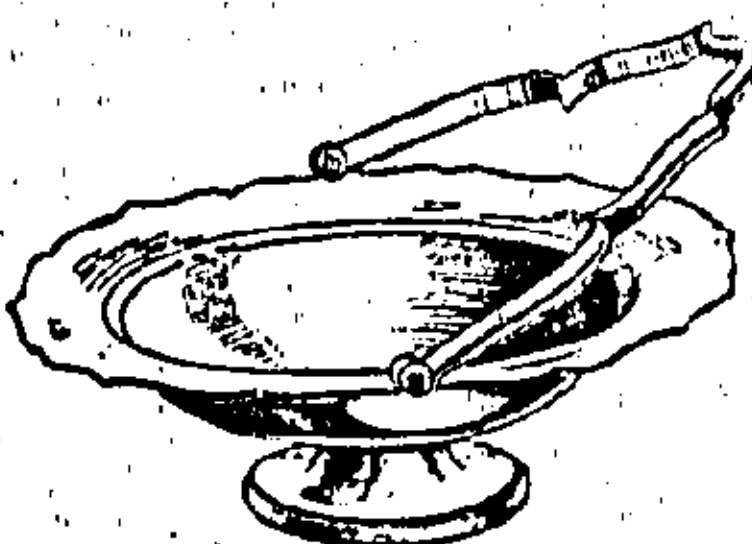


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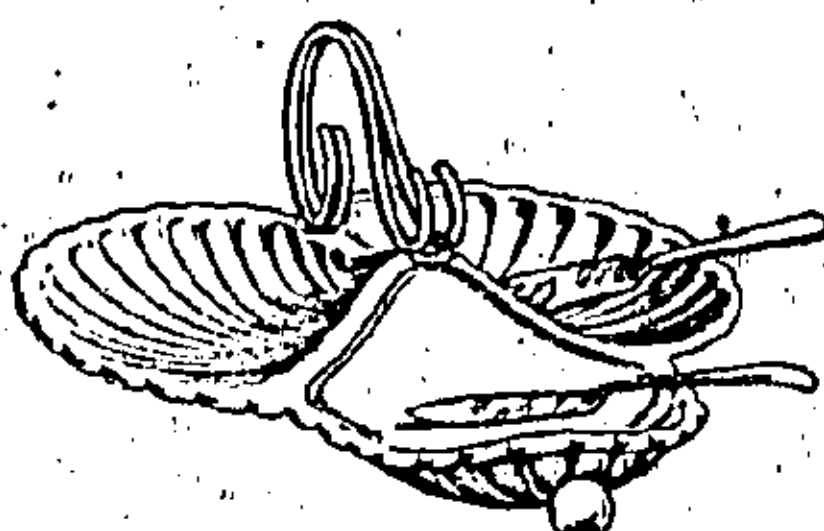


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DEATH.

STUART SMITH.—At the Peak
Hospital, on the 9th inst.,
Evelyn Stuart-Smith, aged 88
years. Funeral at the Jewish
Cemetery, 11 a.m. the 10th
inst.

The Hongkong Telegraph.

SATURDAY NOV. 9, 1929.

THE INDIAN STATES.

In the rather unnecessary controversy which has arisen over the expediency of re-stating the aim of Britain's policy in India, we fear that a very vital part of the Viceroy's proclamation on the subject is in danger of being overlooked. We refer to the decision to call together, after the issuing of the reports of the Simon Commission and the Indian Central Committee, representatives of the constituent parts of Greater India for the purpose of seeking the greatest possible measure of agreement between British India and the Indian States. There is a tendency on the part of many people to regard India as a unit, and to forget how little of the total area of the country is included in the Provinces of British India and how much of it represents the territories of the Indian States. The Viceroy, in his proclamation, stressed the importance of the Indian States being afforded an opportunity of finding their place and of ensuring that any action taken now shall not be inconsistent with the attainment of the ultimate purpose which those, whether in British India or the Indian States, who look forward to some unity of all India, have in view. The problem which has to be faced is not merely the future of British India—there is the wider question of closer relations between the two parts of Greater India.

The Princes who administer the Indian States have long been noted for their loyalty to the Crown, and have always insisted on their individual sovereignty being maintained by the British, and by the British alone. But a fact to be borne in mind is that the leaders of Nationalist opinion in British India have been in the habit of displaying indifference to the aspirations of the Princes and at times have been openly hostile to them. In this connexion, it has been pointed out that even the eminently moderate All-Parties Conference Report, proposed to place them in the same position of subordination to the commonwealth of British India as they have hitherto occupied to the British Crown. This attitude springs partly from a general dislike of monarchical institutions and partly from a feeling that both the loyalty of the Princes to the Crown and their claim to its continued protection may present a serious obstacle in the way of an advance to Dominion status.

Sufficient has been written to show that it will be by no means an easy matter to adjust the Indian question on a basis satisfactory to all parties concerned. It does seem clear, however, that when Dominion status is achieved, the States must occupy neither the position of subordination which the Nehru Committee contemplated, nor that of privilege which the Princes would appear to claim. To define and establish the position will be one of the chief duties of the big conference which is to meet later in London. As one qualified commentator has observed, the problem is not one which can be left for India to solve for itself, nor yet one which can be settled by a brief discussion. It involves a harder test of real statesmanship than any other in India. We can quite appreciate the jealousy of the States regarding their sovereignty, but it does seem that if real unity is to be secured the Princes must come to recognise that they have much to gain by coming inside the constitutional and economic framework of the commonwealth, even though such entry may involve a further admission of the limits of their sovereignty.

Shanghai's Triumph.

Shanghai's wonderful triumph against odds and Malaya has earned them all the real honours of the Interport Cricket Week. Even defeat by Hongkong could not deprive them of these. The whole history of interport cricket contains no record of a finer achievement than the uphill fight which brought success by the narrowest possible margin when the soundest judgment in the pavilion reluctantly denied them any real chance. Shanghai had their backs to the wall from the time the innings commenced. A score of 259 on the Hongkong ground is an excellent one at any time. The obtaining of such a total in the fourth innings of a strenuous encounter on a pitch sparing the batsmen little cannot be overpraised. The foundations were laid by L. F. Stokes, who went in first and did not succumb to the excellent Malayan attack until the score-board showed 167 runs. Donald Leach found inspiration in the brilliant effort of Stokes and gave one of the most magnificent displays of a long career, hitting up 95 (not out) in three hours out of 189. Yet victory was within the grasp of Malaya until Leach sent the winning hit to the boundary. In this the excitement of the match consisted. The usual trite references to the glorious uncertainty of cricket seemed futile in the circumstances. In congratulating Shanghai, however, there should also be a thought of sympathy with Malaya. They played magnificent cricket throughout an arduous match. Their fielding in the fatal innings was tighter than that of either side at any other period of the game. In short, the Fates were against them. Stokes might easily have been out before he had scored three runs. If he had been taking anything for granted when Hopkins hit his stumps from the field he would have been run out. Leach's supreme effort might have been brought to an end in the fifties when he nearly played on and he gave a very difficult chance to Lal Singh in the slips during Wilson's adventurous innings. When Gibson, Malaya's finest fielder, dropped Wilson, their "cup of bitterness" was filled.

WEST RIVER TROOP MOVEMENTS.

"IRONSIDES" NOW AT PING LOK.

News received in the Colony is to the effect that large numbers of troops arrived at Wuchow yesterday from further down the river. The Ironsides are reported to have reached Ping Lok, 180 miles up the Fu River.

DAY BY DAY.

IN THIS LIFE OF OURS, PATHOS
AND COMEDY ARE ALWAYS NEIGH-
BOURS, AND HE WHO REALLY SEES
LIFE SEES BOTH.—W. G. Edward
Rees.

Dr. George William Pope has resumed duty as Medical Officer of Health.

His Excellency the Governor has appointed Mr. Chan Wai-lam to be Public Vaccinator.

The Hon. Mr. E. R. Hallifax, C.M.G., C.B.E., has resumed duty as Secretary for Chinese Affairs.

The Hon. Mr. E. D. C. Wolfe, C.M.G., has resumed duty as Captain Superintendent of Police and Chief Officer, Fire Brigade.

His Excellency the Governor has appointed Mr. James Hunter to be an Assistant Government Marine Surveyor (Nautical Surveyor), Harbour Department.

The Governor-in-Council has extended for a period of one year, from December 15th, 1929, the rights and privileges of the Rope Company's Tramway Ordinance.

The Gazette gives particulars of the proposed leasing of foreshore and seabed at Shan Tseng, being an extension of Tsun Wan Marine Lot No. 4. The area is about 49,350 square feet, and the upset premium is \$740.25.

It is notified that a competitive examination for the Indian Civil Service, open to all qualified persons, will be held in London in July and August, 1930, and that copies of the regulations, syllabus of examination, and forms of application to be filled up by the candidates may be seen on application at the Colonial Secretary's Office.

The Health Bulletin of Eastern Ports, issued by the Director of the Medical and Sanitary Services shows the following cases of infectious diseases:—Plague: Tama-tave 2 cases, 2 deaths, Alexandria 4 cases, Baghdad 1 case, Cheribon 1 case, Cholera, Calcutta 52 cases, 11 deaths, Tuticorin 2 cases, 1 death, Pnompenh 8 cases, 4 deaths, Swatow 5 deaths. Smallpox: Berbera 10 cases, 5 deaths, Aden 1 case, Bombay 1 case, 1 death, Calcutta 3 cases, 2 deaths, Cochin 16 cases, 2 deaths, Karachi 1 case, 1 death, Madras 11 cases, 3 deaths, Pondicherry 1 death, Batavia 1 case, Menado 1 case, and Samarinda 5 cases.

"ALIBI" COMING.

ULTRA-MODERN "TALKIES" FOR THE QUEENS.

Marking the most forward step yet made in the new art of talking and sound pictures, "Alibi," United Artists all dialogue underwritten thriller, is coming to the Queen's Theatre next week.

No motion picture in recent years has aroused as much enthusiasm from audiences as "Alibi," for it gives an entirely new conception of sound film technique, offers the most thrilling plot of any underworld story, and presents the greatest array of stage favourites ever assembled in one production.

"Alibi," produced and directed by Roland West, who has to his credit such successes as "The Rat," "The Unknown Purple," "The Monster," and "The Dove," is based on the stage play, "Nightstick," which enjoyed long runs in New York, Los Angeles and other cities.

In making "Alibi," the first all-talking thriller to come out of the huge United Artists studios in Hollywood, West was particularly well equipped for the job, for he enjoyed years of experience as a stage actor, playwright and producer before he pioneered in the film. In "Alibi" he also had the advantage of using the world's most modern talking picture plant, recently completed on the United Artists lot, and a cast of stage favourites, every one of whom has a voice that registers perfectly.

"Alibi," adapted for the screen by C. Gardner Sullivan, is described as a powerful story of crooks, police, gay night life and love. Although heralded as a melodrama, the picture contains some of the biggest laughs of the year, and also gives the world a couple of sensational new musical hits, written especially for the production.

Among the players in "Alibi" are Chester Morris, former New York stage star, whose performance in his first picture may make him a screen star overnight; Eleanor Griffith, another New York star who has never before appeared on the screen; Pat O'Malley, Ma Busch, Harry Stubbs, Regis Toomey, Purnell Berratt, Kernan Cripps, Irma Harrison, James Bradbury, Jr., Al Hill, De Witt Jennings and Elmer Ballard.

WHO IS ORIGINAL?

All a Question of Insight.

A famous saying of Emerson's exhorts people to be themselves and not to imitate. It is grand counsel from a great man. It sends one's thoughts to Browning's poem, "Old Pictures in Florence." There one may see what the Concord sage was driving at. The poet had wandered through the Florentine galleries, and he had looked upon specimens after specimen of medieval art to be found there. His thoughts went away from it right back to the classic art of Greece. The Greek statues, he said, had a perfection and a completeness with which the medieval pictures could not hope to compare. The Greek works were so finished, they were absolutely the last word. And yet, says the artist, the Greeks were able to attain that completeness and that perfection just because their range was limited and their view somewhat restricted.

For centuries artists rested in that old perfection. They were content to imitate the classical model. At length Giotto and the rest began to express a fresh view of humanity. The Greeks had perfectly expressed the thought of human joy in statues of Apollo; they had perfectly expressed the idea of human grief in the carvings of Niobe. But were there not scores of other expressions of human joy and grief to be discovered? And so Giotto and his contemporaries ventured to leave the few types so familiar in Greek art, and to exhibit men with all the longings and fears and aspirations that swept the world in the Renaissance. But to do it they had to leave the perfection of the last ages, and through all the imperfections of the present, with all the struggles which expressed what they were feeling and what they saw, they had to find their way to a fuller perfection, which had not yet come, but which could come, and did come in the future.

Now this, or something like it, is doubtless what Emerson meant. And it has been the same all through the history of art, the history of music, the history of mankind. The new generation strives to realize the new perfection of which it has dreams. Unless this is done humanity sinks to mere imitations, mere conventionalists, and not true successors of those who have wrought before.

Nevertheless, Emerson's counsel that we are to be ourselves and not imitate is a severe test, and places a strain upon the individual difficult, if not impossible, to bear. One wonders how far art would really flourish in the strict observance of such advice. How would architecture, man's story in stone, develop if the architect depended entirely upon his own resources? In America, where we have been free to express our dominant moods, attitudes, and ideals in the way we have lived, it is both significant and clear that most of our splendid architecture is a rather close copy of some lovely structure in Europe.

In literature imitation has been prevalent ever since Homer wrought his great work. The same is true with respect to Virgil. In his day, writes J. W. Mackail, "Virgil was hotly assailed with the charge of plagiarism by his own contemporaries; but it never seems to have troubled him much. He knew his art. He knew that the thing that matters is not where a poet gets his material, but what he does with it. Whether from Homer, or from Apollonius, or from Theocritus, or Parthenius, or from Ennius or from Lucretius, and Varro of Atax, or from his own friends and fellow-students, he took, largely and unsparringly, whatever he found in them that served his purpose. What he took he made his own by the mere act of taking it. Homer had done the same thing long before. Both argosies are freighted with the treasure of many sunken ships." The friction of great contemporaries produces many a spark of nature's fire; and mutual borrowings would seem to enrich the race. Swift, with sardonic tongue, puts our borrowings thus:—

Your modern wits,
Should each bring his claim,
Have desperate debentures on your fame.
And little would be left you, I'm afraid,
If all our debts to Greece and Rome were paid.

Immaculate, the ancient sage, said to Russell: "The writers took possession of the most striking objects of description, and the most probable occurrences, for fiction, and left nothing for them that followed on but transcription of the same events, and new combinations of the same images." Brander Matthews tells us that Shakespeare "reached out again and again to possess himself of another man's work."

Milton left his pedestal of the gods to possess himself of materials with which to enrich his "garland of poetry." "Paradise

Lost" draws some of its inspiration from Vondel's "Lucifer." Bulzac appropriated an entire chapter of Bulwer-Lytton's "Disowned." Sterne has quarried in Burton, and many others. A. W. Ward says Thackeray took ideas from Dickens. Such a writer as Goethe acknowledged his debt to Shakespeare, Sterne, and Goldsmith. A thinker like John Stuart Mill wrote that he had made his style "at times light and almost lively by the study of writers who combined in a remarkable degree ease with force." Quite recently it has been shown that John Henry Shorthouse helped himself liberally to whole paragraphs of "Froissart's Chronicles" in the writing of "John In Casant."

It would seem from this recital of literary borrowings that what Stevenson said himself might not misapply to many lesser writers:

"Whenever I read a book that particularly pleased me I must sit down at once and set myself to imitating that quality of propriety and conspicuous force, or happy distinction in style. I was unsuccessful at the commencement of it, but I got some practice in these vain bouts in rhythm, in harmony, in construction and in co-ordination of parts. I have thus played the sedulous ape to Hazlitt, Lamb, to Wordsworth, to Browne and Deane, to Hawthorne, to Baudelaire and to Obermann."

Are we original. We may find we are not. We have borrowed in art, music, literature; our very modern mechanics looks back into the past and therefore cannot scorn its rich inheritance. Complete originality is an impossible ideal. Even the New Poetry only recognizes itself in the mirror of its indebtedness to the Old.

We are brooding for a vital thought when a nice parable presents itself to our alert consciousness. It is all neatly written out when the discovery is made that it has been written before—and better! We train our powers of perception and observation to catch at tropes and figures of speech; we even become skilled in the manufacture of metaphor. We have one. Our quest of it is like that of schoolboys after butterflies in bright skies—we pin it down with not even the gold dust brushed from its wings, when lo! we discover we have made a Platonic perfection into a halting confusion.

Our most original contribution will sometimes reveal itself as a reminiscence. And how often, per in hand, we are plagued with and deceived by half-memories; we remember the thoughts, but not whence they have been derived. Our struggle for novelty often ends in a clear recognition and realization of antiquity.

John Foster says, "It is the privilege, the exclusive privilege, of genius to light its own own fire." And as if echoing the truth of this F. W. Robertson says, of himself, "I cannot copy, nor can I work out a seed of thought developing itself. I cannot light my own fire, but whenever I get my fire lighted from another I can carry the living flame as my own into other subjects which have been illuminated in the flame."

The question is where does plagiarism begin and originality leave off? According to Chesterfield, plagiarism is taking another's thoughts and passing them off as (Continued on Page 7.)

WHO WAS... ELAINE?

Elaine, "the lily maid," appears in the Arthurian cycle of romances.

Strictly brought up in her father's castle, Elaine met Sir Lancelot while he was passing through the neighbourhood, and fell desperately in love with the knight.

Sir Lancelot, however, was sworn to celibacy and could not marry her, both on this account, and on account of the fact that his heart was already pledged, illicitly, to Queen Guinevere.

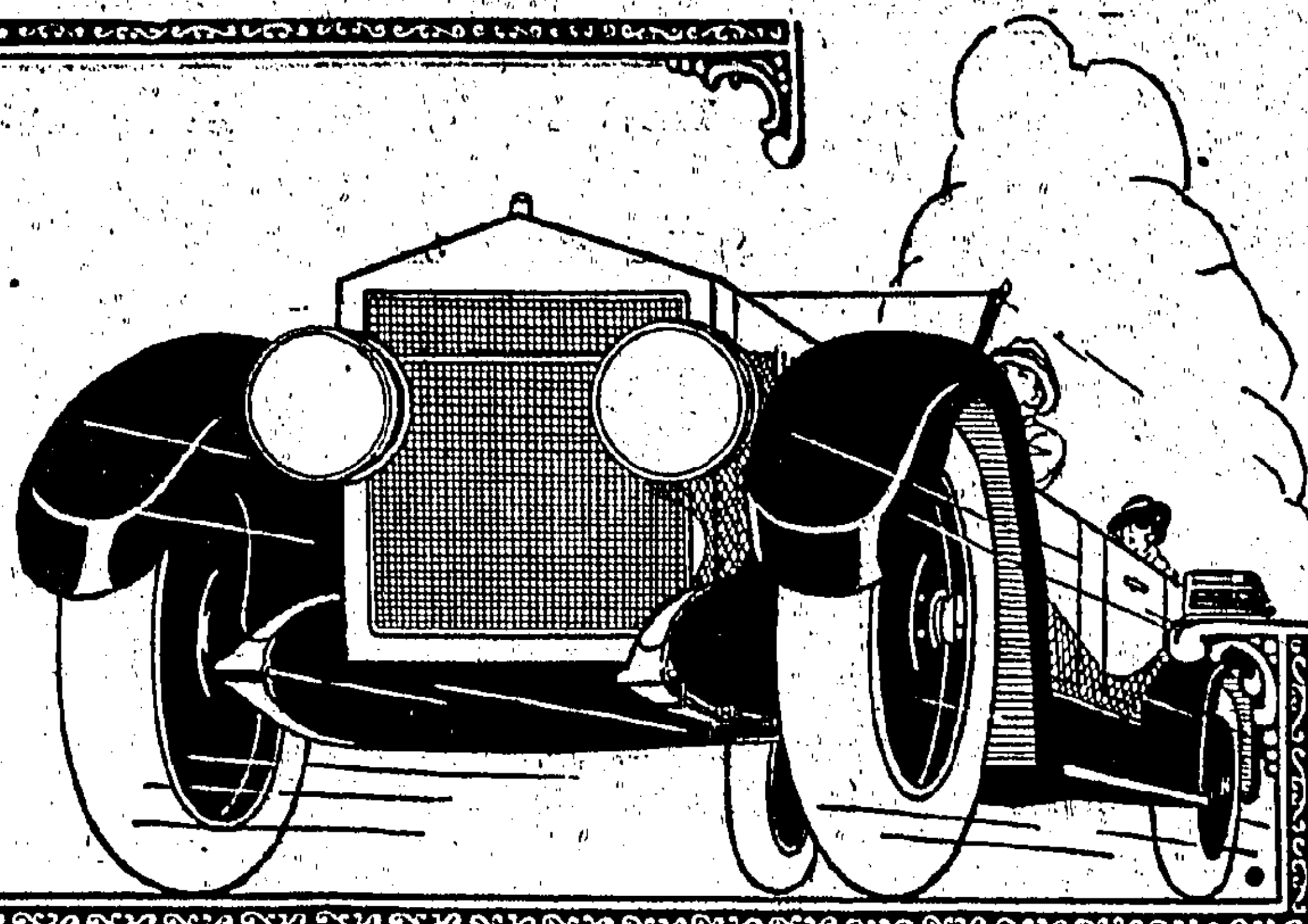
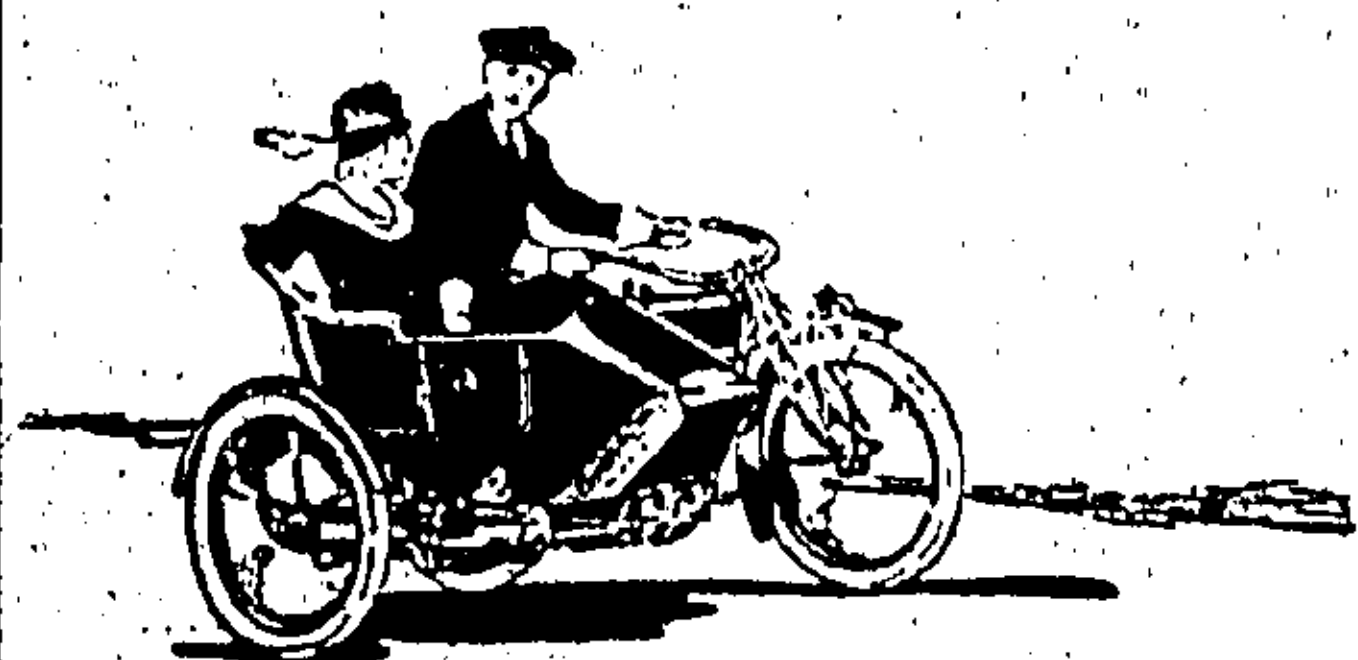
And so the handsome knight rode on, while Elaine died of great grief. According to her last request, her body was placed on board a barge, a lily in her right hand, and a document proclaiming her love in the left, and steered up the river by an old serving man to the place of King Arthur.

The great King accorded her a royal burial, and the sad story of her death was blazoned upon her tomb.

You may read about this pure and beautiful maiden in Tennyson's "Lancelot and Elaine," a poem that should serve to introduce you to this exquisite cycle of poems entitled "Idylls of the King."

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.
SATURDAY, 9th NOVEMBER, 1929.
Being the Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



HONGKONG ACCESSORY COMPANY

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in all kinds of
ACCESSORIES
and
SPARE PARTS
Electric horns. Body polish.
Brakelining. Hand jacks.
Lamp bulbs. Foot pumps.
Tire patches. Wrenches.
"GORMAN"
and
"LUCAS"
storage batteries
suitable for all motorcars, cycles
and radios.
ALL AT ATTRACTIVE PRICES
Call and inspect,
Bank of Canton Bldg. Tel. C. 577.

SERVICE

—REAL SERVICE!

Latest Machinery
Expert Mechanics
European Supervision

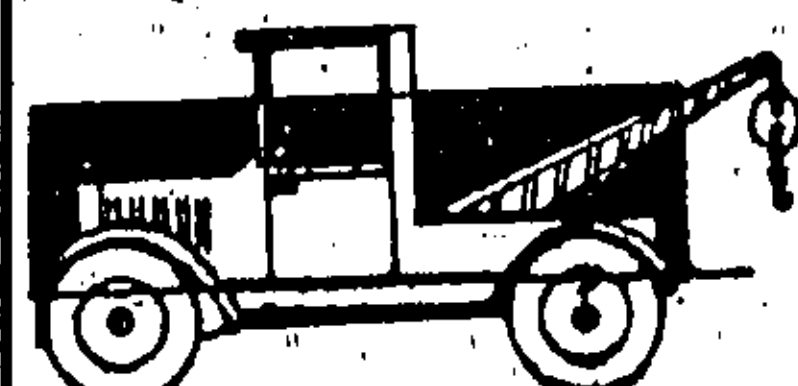
MAY WE SERVICE
YOUR CAR?
NO JOB TOO SMALL
NO PROBLEM TOO INTRICATE.

MAIN SERVICE STATION
10 CROSS LANE C. 3193
WAN CHAI

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THE PEAK P. 208
PEAK GARAGE

IN CASE OF



EMERGENCY

C. 3193

Lane, Crawford, Ltd.
MODERN MOTOR SERVICE.



PRINT YOUR OWN CAR!
ALL COLOURS KEPT IN STOCK
AS WELL AS THE NEW
FORD SHADES.

Arabian Sand, Dawn Grey, Niagara
Blue and Gun Metal Blue.

N. S. MOSES & CO., LTD.,
Sole Agents.



CURRENT COMMENT

Poppy Day.

On Monday next, Armistice Day, collections will be made in aid of the Fund inaugurated by the late Earl Haig, and it is naturally hoped that Hongkong will exceed previous records. The Hongkong Automobile Association has arranged to issue garlands of poppies for motor car decoration, and these may be obtained from the office of the Honorary Secretary, Mr. C. P. Marcel, c/o Messrs. Pentreath & Co., Alexandra Building.

The Wrong Angle.

During the week the suggestion was made in a contemporary that "the system of control of the public motor cars of the Colony is all wrong," the comment relating to public hire cars which are allowed to park in the open. The criticism was brought about following a local magistrate's suggestion that a public car driver charged with loitering and loitering, should lose his licence. The view was expressed that all the public hire cars should be confined to garages, and there await telephone or personal calls before going out on the streets. Such an idea is most unreasonable, the effect being to penalise the majority for the sins of the few. There are many objections to such a suggestion, and it is really difficult to see how they could be overlooked. In the first place, those who have attempted to telephone to a garage where none of the staff can converse in English, will readily understand the inconvenience to the public as well as the handicap imposed on the car owners themselves. Then there is the fact that many of the public hire cars are owned by the drivers, and one can easily imagine the annoyance of endeavouring to locate one of these in a hurry.

Public Service.

It must be remembered that apart from the few drivers who certainly do cause annoyance by loitering and loitering, the introduction of the system whereby public cars were allowed to ply for hire from authorised parking stands, was largely responsible for greatly decreasing the cost of car hire in this Colony. Time was when the fare to Magazine Gap, for example, varied from three to four dollars, while to-day, thanks to the enterprise of Chinese who began operating hire cars, it is possible to make the journey for under two dollars. The convenience and benefit which have resulted from the present system cannot be overlooked, and the suggestion that these people should be removed from the streets cannot be entertained for one moment.

We quite agree that severe punishment should be meted out to those who do make themselves a nuisance, and the mere fact that stern measures are adopted will doubtless have the necessary effect.

Help to Trade.

It should not be forgotten that the fact that there are so many public hire cars available, has proved an important and profitable matter to the motor trade, and will naturally continue to be so. The question is well worthy of consideration from this angle alone, because the more cars sold in the Colony, the greater the prosperity to the dealers, and incidentally, the greater the sum derived by the Government from licensing fees. Were the suggestion carried into effect to clear our streets of the public hire cars not engaged, the result would merely prove as a distinctly unfair handicap to the local turnover of the motor vehicle industry.

New Rolls-Royce.

Rolls-Royce Limited announce that after prolonged tests they can now demonstrate and accept orders for a new 40/50 h.p. Rolls-Royce Chassis.

The original chassis of this type was the famous "Silver Ghost" and in 1925 the "Phantom" was introduced. This new chassis will be known as "Phantom II".

Like the "Phantom" it is equipped with a 6-cylinder engine having a bore of 4 1/4 inches, and a stroke of 5 1/2 inches, with a total cylinder volume of 7,668 cubic centimetres. The R.A.C. rating is 43.3 h.p.

The effect of new features which the "Phantom II" incorporates is to provide a car of reduced height and lower centre of gravity, improved appearance, greatly improved suspension at all speeds, steering control giving greater selectivity and ease of operation, lighter weight, increased acceleration and maximum speed, time and trouble-saving method of lubrication and still greater refinement throughout the chassis.

This new chassis will retain all the characteristic features which have gained for their car the accepted title "The Best Car in the World."

"Phantom II" is not intended to compete with racing or ultra-sporting types of cars, nevertheless it will more than maintain the position the "Phantom" has achieved amongst its owners, of being the fastest genuine touring car in the world.

S. A. FUEL TEST.

Pontiac Does Well.

37.6 MILES PER GALLON.

Owing to the high cost of petrol in South Africa, fuel consumption tests are always of public interest and are especially watched by motorists who are seeking economy of motor operation. Recently a fuel consumption test that attracted wide attention was that conducted by General Motors South Africa. On this test a Pontiac car was driven from Johannesburg to Pietersburg, a distance of 21 miles, on an average petrol consumption of 37.6 miles per gallon.

The test was under the official observation of the Transvaal Automobile Club. Officers of the club and representatives of the local newspapers sealed the gasoline tank at Johannesburg. The tank contained eight and one-quarter imperial gallons of petrol. When the car reached Pietersburg the seal was broken by the Mayor and the tank was found to contain two and one-half imperial gallons. Throughout the run the car behaved perfectly. All types of roads were encountered.

DRIVING COSTS.

Can be Reduced by Care.

SIMPLE WARNINGS.

Bad driving habits and improper care of the car are usually responsible for abnormal consumption of gasoline, according to Mr. E. M. Van Voorhees, managing director of General Motors Japan Ltd., who points out examples of these faults.

Letting the engine run at high speed while idling in traffic. Many drivers have this wasteful habit.

Uneven acceleration, that is, stepping on the accelerator unsteadily.

Racing the engine in spurts when waiting for the traffic signal.

Driving with fouled spark plugs. This wastes about 20 to 25 per cent. of the gasoline used for every plug that is out of commission.

Dashing up to a stop street and then jamming on the brakes. Also this is hard on a car and is a dangerous practice.

Dragging brakes waste gasoline and wear out brake linings.

Driving too long in first and in second gear before shifting to high.

Careless drivers frequently pay no attention to simple warnings of coming trouble in their car. What would usually amount to a minor repair if attended to at once often is permitted to grow into a large one. This is why periodic car inspection and overhauling is advisable to keep cars in the best operating condition.

REFUELLING A MODERN PASSENGER PLANE.



One of the large passenger planes operating in the United States shown taking on gasoline. The entire tank full was necessary.

LEAKAGE RISK.

Grease from the Differential.

CAUSE OF TROUBLE.

One of the most serious sources of trouble is leakage of grease from the differential in the rear of the car. Winter and summer this important part of the automobile is not guarded as carefully as the motor itself, it will make itself felt to a surprising degree.

A motorist's neglect of that element is one of the service men's greatest problems. A car owner will think of fresh oil for the crank-case but will often forget to renew the oil or grease in the rear. Yet there is a moving, grinding assembly that calls for a change of lubricant at least twice a year.

The heavy grease advised for use in the rear end during summer is practically useless, if not altogether harmful for winter.

So there is a definite time for making the change in differential lubrication—early spring for the summer lubricant and fall for the winter oil.

When a grinding, metallic noise comes from the rear and the winter lubricant has not been used, the differential should be inspected. The grinding may result in wear down the teeth. The motor can't turn the rear axle without the effective use of this gearing.

Even when the lubricant has been changed for winter driving, with the application of a heavy oil in place of grease, a real cold spell will cause much of the oil to harden and cling to the sides of the housing. However, there will always be enough loose oil in the differential to act sufficiently as a lubricant for the gears until the car has been run for some distance and the warmth from the action of the differential loosens up the hardened oil.

Oil or grease, when worked in, should reach to the lower inspection hole. If the oil reaches above this, the warmth of the gears will force some of it through the packing or retainers, and out over the brake lining and the tyres.

Oil leaking through to the brake lining and the inner sides of the tyres makes short shrift of these. The hazard lies in the destroyed brake lining, while the financial loss lies in both that and the rotted casings.

Oil discovered along the inner sides of the tyres should be sufficient evidence of a serious leakage from the differential.

MORRIS CARS.

Speed King's Tribute.

GRUELLING WORK.

The following letter was addressed by Capt. Malcolm Campbell—whose greatest failure to establish a world's speed record is fresh in everybody's memory—to the South African representative of Morris cars:

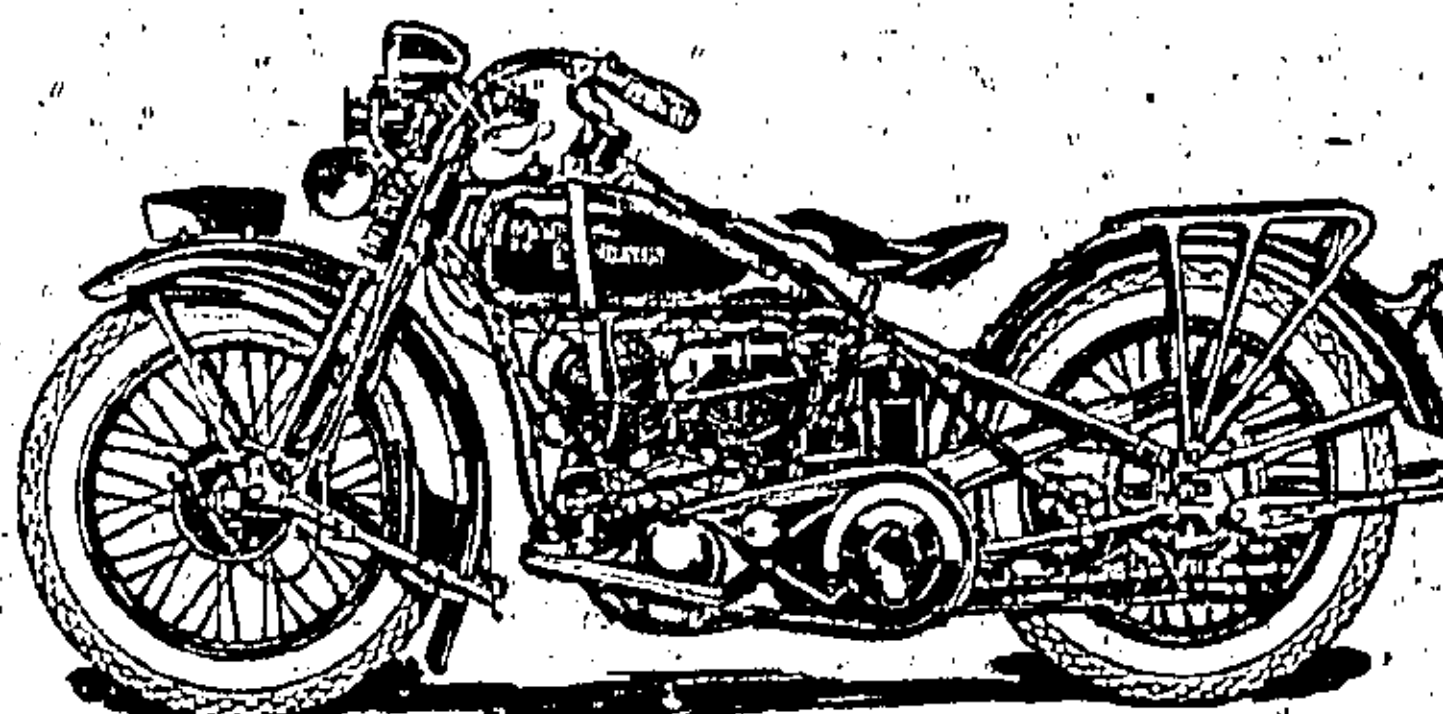
"It may interest you to know that at the present moment and for the past ten years I have

owned standard Morris cars. I have also owned other makes, some of which I have taken to pieces for my own amusement. Fitted them with specially designed parts, and obtained freak speeds with them on Brooklands track, but my Morris cars have always remained mechanically as received from the factory.

"My present Morris is used to tow some of my specially-built racing cars from point to point in England, and in spite of this gruelling work, in addition to her other duties, she has never once let me down. In fact I am so pleased with her that as long as I own motor cars, a Morris will always be found in my garage."

SECOND SHIPMENT DUE

By the "KOREA MARU" on November 5th.



Book Your

1930 "HARLEY"

BEFORE PRICES INCREASE!



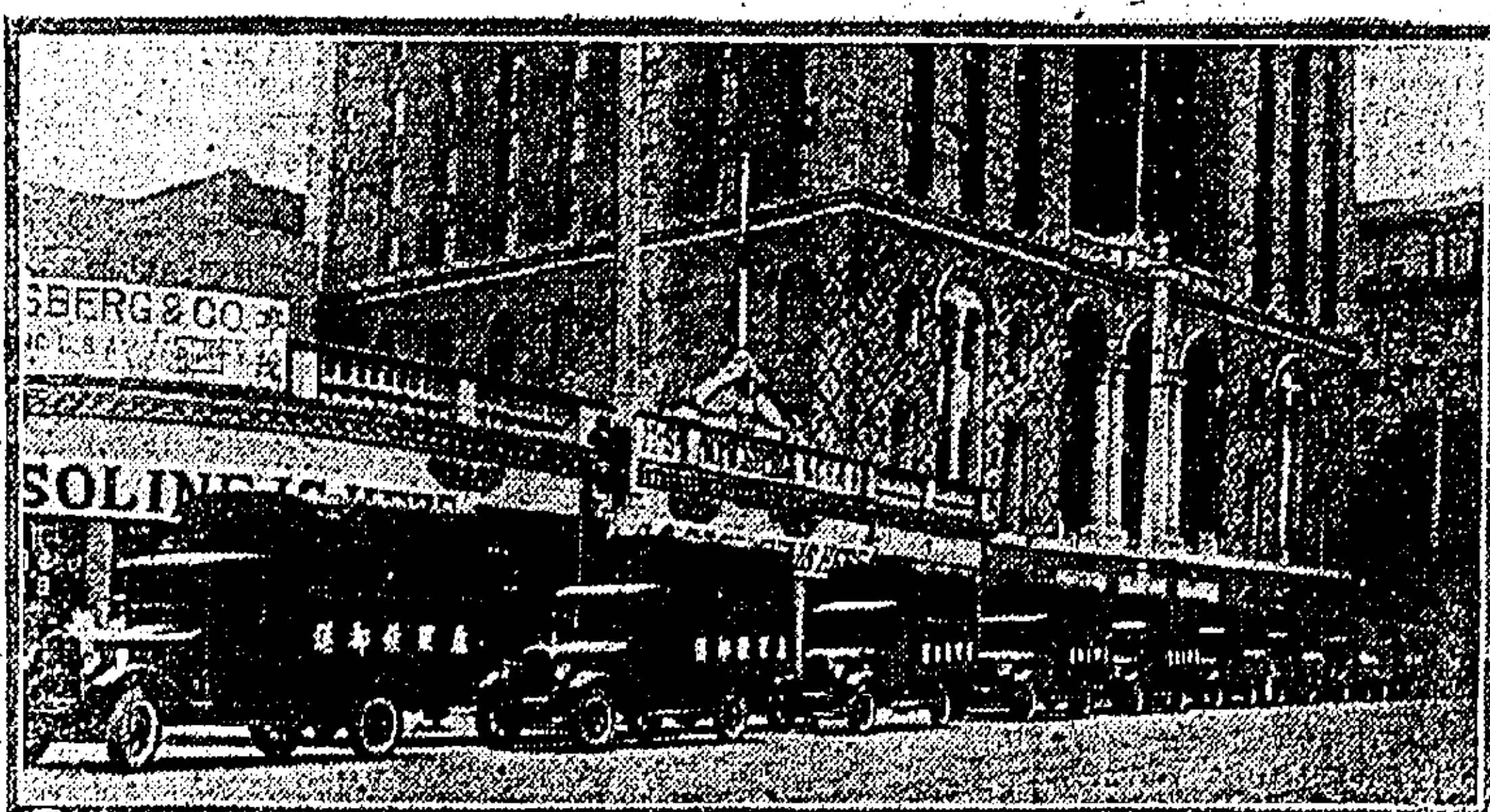
SEE THE NEW MODELS EARLY.
THE GASCON MOTOR Co.

2, KWONG WAH ROAD,

KOWLOON.

Tel. K. 1242 and K. 804.

MOTOR TRUCKS FOR CHINESE GOVERNMENT.



A fleet of General Motors Trucks recently delivered in Shanghai to the Chinese Nationalist Government for army use.

YOUR CAR SHOULD CARRY AN AUTO-TOTAL THE BEST MOTOR CAR FIRE EXTINGUISHER IN THE WORLD

Prices from the Sole Agents,

KELLER, KERN & Co., Ltd.
15, Connaught Road, C.
Telephone C. 3120.

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THE HONGKONG AUTOMOBILE ASSOCIATION

A Few Advantages:—
10% Off Motor Car Insurance
Free Legal Advice.
Reliable Drivers Supplied
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Associate Membership of the R. A. C. and A. A. London.

C. P. MARCEL
Hon. Secretary.

O/o "Hongkong Telegraph"

FOR ALL CLASSES OF

MOTOR INSURANCE

WRITE FOR OUR PROSPECTUS

China Underwriters, Ltd.

HEAD OFFICE
Hongkong Bank Building,
40 Des Voeux Road Central.
Tel. C. 1121-22.

THE TRUTH IN ADVERTISING.

The Story of a Motor Boomerang.

"No dealers," decided Belinda. "We'll sell the bus ourselves. A nicely worded advertisement—"

"Containing the truth, the whole truth, and nothing but the truth," I added.

"Of course. But we needn't overdo it, need we? People who buy cars like to find things out for themselves. Suppose we say something like this: '20 h.p. Dodge for Sale. Nearly New!'"

"Would you call a pre-war model 'nearly new?'"

"Recent model," she corrected. "After all, it was a late 1913. And much better work was put in before the war."

"You are overlooking the fact that much of that work has fallen out in the road since. I suppose we have one or two of the original nuts left."

"Entirely remodelled," she wrote briskly, "with all modern improvements."

"You must give details."

"I know. Something like this: 'Coupe, drophead, overstrung grand, under-damper check action—sorry, that's pious. Bother. I'll copy one of the other advertisements. Here's a nice one: 'Six-cylinder—'"

"We have only four."

"Does that matter? The really important details are the maroon body, upholstery to tone in moquette."

"Very faded."

"Moquette always fades slightly. They'll know that. Complete with ashtray, matchbox, and Felix mascot. Or does the Felix mascot rather date it? It might be wise to spend a shilling or so on a really new mascot. You see, we've said, 'With all modern improvements.'"

"Ought we?" I asked dubiously.

"Of course. Haven't we a self-starter?"

"We've a black knob on the dashboard. But it doesn't start anything."

"If you read my advertisement carefully, you will notice I don't say it does. I'm anxious to state nothing which is not strictly true. Then there's 'electric horn.'"

"Out of action!" I added.

"We may as well leave them to find out how it works. They may think they've broken it by tooting too loudly."

"No driver," I explained patiently, "ever thinks that any action of his could possibly damage a car; why, when you ruined the gears—"

"I didn't," she exclaimed hotly. "You know perfectly well—"

"You see?" I cried triumphant. "and people who buy cars are so suspicious."

"I'm sure they've no need. We're putting down nothing but facts. 'Mileage low.' They'll see that by the speedometer."

"It has been disconnected."

"Before we bought it. It's not our fault. And we can't be expected to know that. I think that's enough. You don't think I'm pitching it too strong?"

"I don't mind what you say," I agreed, "so long as you do not say 'Easy starter.'"

"Most of the cars advertised are easy starters."

"Mine isn't one of them. That is why we are selling it."

"But you have an easy starting device?"

"Six of them. But it is not an easy starter."

"It wouldn't be wise to say 'Six Easy Starting Devices' would it? Readers would suspect something. Just 'Easy Starting Device.' That's true, isn't it? I should hate to mislead the public."

After a week, we received one enquiry, which we answered by a letter in which truth fought a losing battle with tact. The enquirer turned up next day and drove off on a trial run. Four hours later he had not returned.

"He's stolen it," cried Belinda. "We must ring up the police."

"Give him a sporting chance," I advised. "The police would only send the bus back. And we are insured."

Two hours later we received this wire: "Bus a dud coned out mag tappets plugs washouts abandoned smith and didlums garage Salisbury Jones."

We called at Smith and Didlums' garage next day. They had diagnosed the trouble but could promise no cure, and offered to take our pre-war model in part exchange for a new car. This seemed the best we could do, but we thought a second-hand car would suit our purpose better. We did not care for any of the second-hand cars in their premises.

"There are plenty advertised," they pointed out, fetching out the motoring journals. "Just choose one and we'll get it over and tune it for you, at a small commission."

"Now here's the very thing to suit you. Same make as your own, but much later, remodelled, and in perfect condition. Listen."

He read aloud our own advertisement.

WORLD ROAD CONGRESS.

The World Road Congress will be held in Washington, D.C., October 7-11. Roy D. Chaplin, chairman of the highways committee of the National Automobile Chamber of Commerce, back from a European tour, reports that several thousand leaders in highway construction will attend.

SCENIC ROAD STARTS.

Work has been started on the scenic highway from Pasadena to Azusa, Calif. When this highway is completed it will traverse one of the most beautiful sections of the United States. It is estimated that the road will cost around \$3,700,000.

DEATH'S HUGE TOLL.

It has been estimated by the Public Safety Department of the California State Automobile Association that America's motor fatality record for 1929 will exceed 29,000, if the deaths increase during the second half of the year in proportion to the first half.

"AIR-MINDED."

The fact that 12 states now have more than 1,000 licensed airplanes owned by individuals or commercial concerns is proof of the saying that the country is "growing air-minded." New York leads in the ownership of planes, with 753 licensed aircraft. California is second and Illinois third.

HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

HUMOURING THE OVERHAULED ENGINE.

It has become pretty generally understood that a brand new engine, which has seen no previous road service, must be humoured very carefully during its first thousand miles of running, by being operated only at low speed and with special attention to lubrication, in order to avoid scoring its cylinders and burning out its bearings. The reason for this is that all bearing surfaces—not only the cylinder walls but the bearing surfaces of the crankshaft, connecting rods, and pistons—are in a relatively rough and crude state and moreover that they are initially fitted together somewhat overtightly, so that after their "high spots" are worn down, they shall still operate without undue looseness. This combination of imperfectly smoothed and over-closely fitted bearing surfaces entails high frictional losses, abnormal heating and the liability of the breaking down of protective oil films and the mutual cutting and roughening up of the rubbing faces of working parts. The fact is, however, not so generally recognized that an engine which has just been overhauled presents similar conditions and calls for the same careful "nursing" as the engine just turned out from the factory. Nevertheless this is the case. Cylinder-bores may have been given new surfaces by some reconditioning operation, new piston-rings, with imperfectly conforming faces or overtightly fitted, may have been installed, new bearing bushings with somewhat imperfect surfaces may have been inserted or the old bushings re-adjusted to a tighter fit to their shafts. In short, the same conditions of bearing surfaces not yet worn smooth and in too tight adjustment are almost certain to prevail. An engine upon which some or all of the above repairs have been made, should not be accepted, if it handcranks "unreasonably hard." The repairman should be made to "run it in," until its stiffness has nearly disappeared, thereby assuming the responsibility for the soundness of his job. When put in service, it should not be run at nearly top speed for a thousand miles at least, signs of overheating should be watched for, it should occasionally be handcranked to see if it is limbering up properly and its oil should be drained and renewed after the first hundred miles of road service and twice thereafter at two hundred mile intervals. Running on gasoline, which does three per cent. by volume of engine oil has been added is recommended, during the "wearing in" period.

BLUE LEADS.

Popular Colour for Cars.

OTHER FAVOURITES.

The most popular colours in the automobile field, according to a report of a survey just released by General Motors Export Company, are blue, brown, grey, green and black. Maroon, yellow, red, orange and beige also are great favourites.

Light blues of intense luminosity are very popular on medium priced cars. Clear, dark, rich blues continue in favour upon cars of more expensive make.

The acceptance of brown, especially the lighter shades, has increased during the past year. It is possible that the brown trend may surpass blue in importance.

The relative movement of green and blue trends is interesting, the former having declined in almost the same ratio as the latter has gained in popularity. Black is more popular in the fall and winter. The trend of grey is declining but there is an interesting movement in the grey group (brownish or bluish tints) which is gaining favour for use in colour schemes where strong accentuating and intensifying notes are needed.

Neutral greys are losing ground rapidly due to the interest in bright colour.

Maroon is advancing steadily in popularity while yellow, red and orange, are losing to it in preference.

In general, contrasting colours are gradually losing favour for use on automobiles. Chromatic sequence (tints and shades of a single colour family) is the most harmonious and most popular colour treatment in use to-day and is already firmly established as the vogue of the year.

MOTOR STATISTICS.

British Motor Cycles Predominate.

A.J.S. MOST POPULAR.

Statistics of public motor cars, motor buses, taxis and motor cycles registered in Hongkong and Kowloon up to the end of last month, details of which are appended, show that British manufacturers' products predominate to a very large extent in the motor cycle world while American cars have secured most of the market for public cars. The total number of taxis in the Colony is 30, all of which are British, while all the 162 motor buses are British with the exception of 13 American buses.

It is interesting to note that there are 25 British makes represented in motor cycle figures, making a total number of 333 machines. A.J.S. heads the list with 96, Harley Davidson being second with 81. There are 17 American makes represented, totalling 115 machines; also two French and two German makes, with totals of seven and four machines respectively.

Taxis, of which there are ten each, are Hillman, Clyno and Morris Oxford. Six British makes are included in motor bus figures, representing 149 machines, Thornycroft leading the way with 51 and Dennis occupying second place with 23. There are three American makes, totalling 13.

Nearly all public cars are of American manufacture. Among these are 19 American models, totalling 252 cars, Studebaker being in the lead with 51. There are four British makes with a total of nine cars and one French make, this being Minerva with eight machines.

Details and totals follow:

Motor Cycles.

A. J. S. (B)	96
Harley Davidson (A)	81
Triumph (B)	65
B. S. A. (B)	46
Indian (A)	25
Raleigh (B)	19
Rudge (B)	15
Matchless (B)	14
Royal Enfield (B)	13
Norton (B)	10
Sunbeam (B)	9
Douglas (B)	8
Francis Barnett (B)	6
Excelsior (B)	5

Humber (B)	5
Henderson (A)	4
James (B)	4
Ace (A)	3
Pugh (Ger.)	3
Brough Sup. (B)	3
Cotton (B)	3
Gillet D. Herstal (Fr.)	3
Zenith (B)	2
Ariel (B)	2
P. and M. (B)	2
Cleveland (A)	1
J. A. P. (B)	1
D. W. K. (Ger.)	1
Monet Goyon (Fr.)	1
Nerooar (A)	1
Morgan runabout (B)	1
O. K. Junior (B)	1
New Imperial (B)	1
Wolf (B)	1
Favor (A)	1
Radco (B)	1
Total	460

Motor Buses.

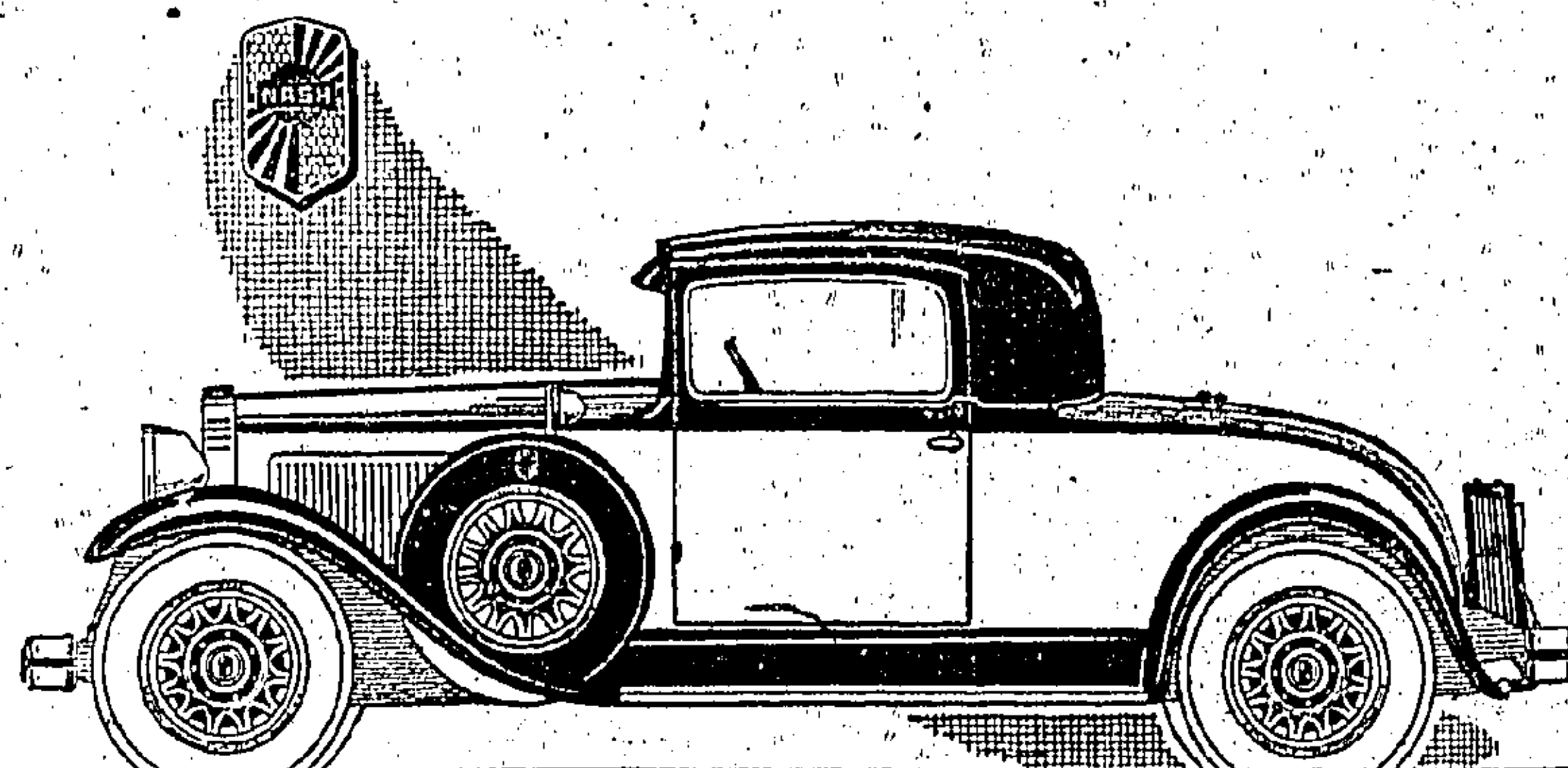
Thornycroft (B)	51
Dennis (B)	23
Vulcan (B)	27
Guy (B)	16
Morris (B)	16
Leyland (B)	12
White Coach (A)	6
G. M. C. (A)	5
Studebaker (A)	2
Total	162

Taxis.

Hillman (B)	10
Clyno (B)	10
Morris Oxford (B)	10
Total	30

Public Cars.

Studebaker (A)	51
Chrysler (A)	27
Overland (A)	31
Buick (A)	24
Dodge (A)	22
Oldsmobile (A)	21
Ford (A)	19
Chevrolet (A)	11
Hudson (A)	9
Essex (A)	6
Morris Oxford (B)	6
Willis Knight (A)	5
Pontiac (A)	4
Rugby (A)	4
Erskine (A)	3
Oakland (A)	1
Morris Cowley (B)	1
Chandler (A)	1
Jewett (A)	1
Singer (B)	1
Armstrong (B)	1
Nash (A)	1
Plymouth (A)	1
Minerva (Fr.)	8
Total	269



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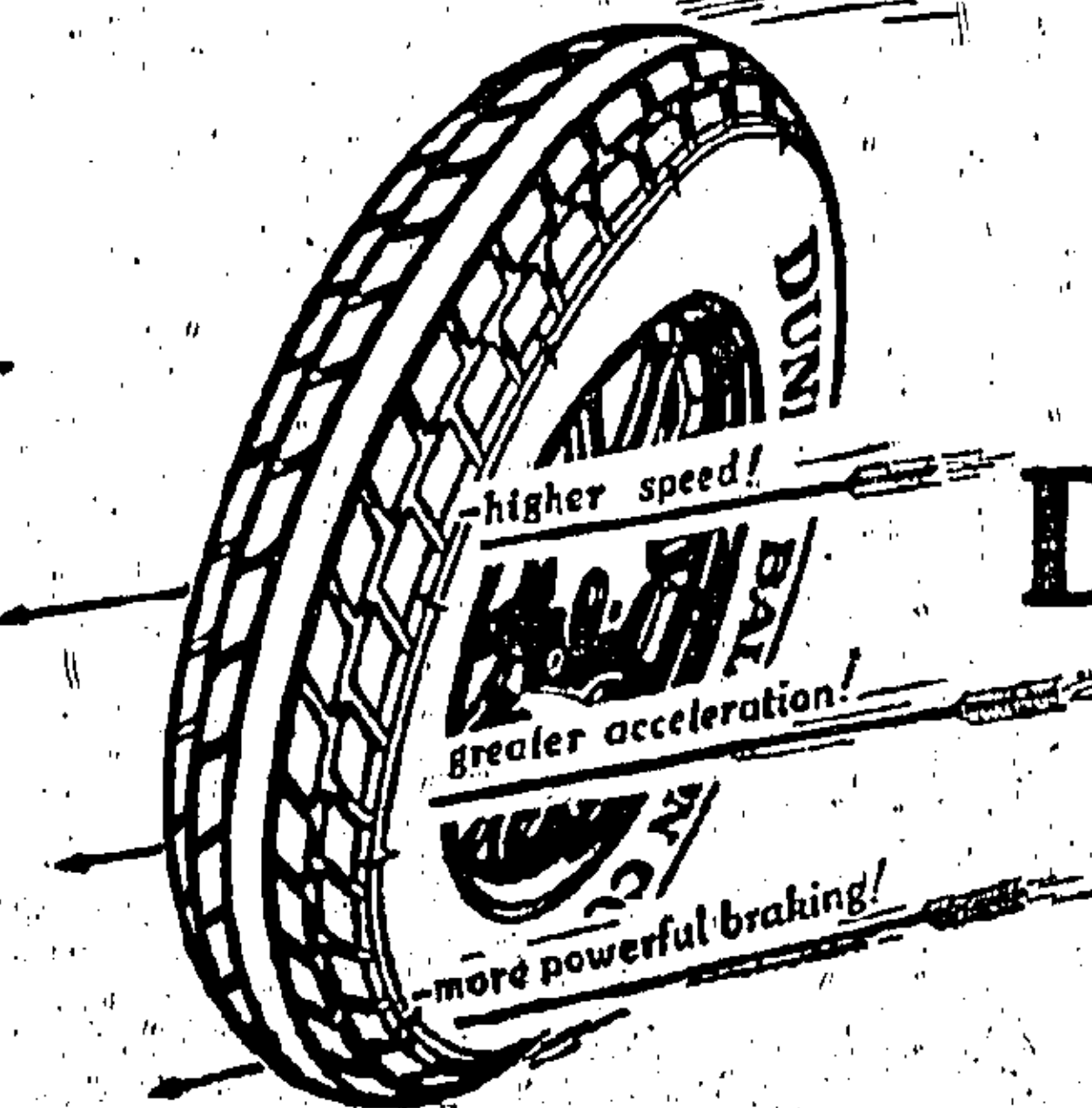
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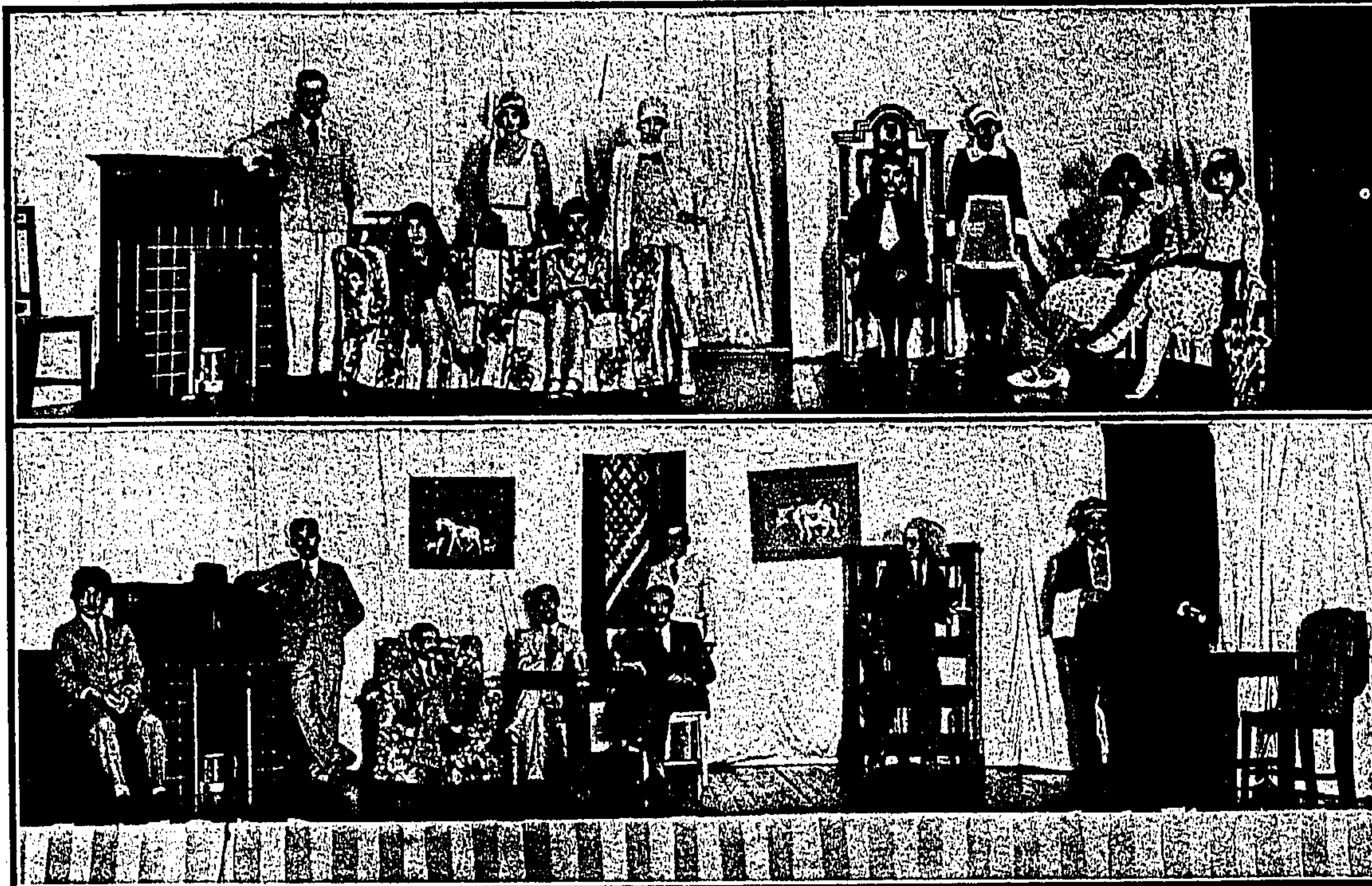
For Christmas

SEE PAGE 4 FOR OUR
SPECIAL OFFERS

THE CHINA TEA Co.
David House, Hongkong.



Mr. C. W. E. Bishop and Miss Marjorie Hansen, who are to be married at St. Andrew's Church, Kowloon, on the 20th instant. Mr. Bishop is one of the Colony's best-known footballers.



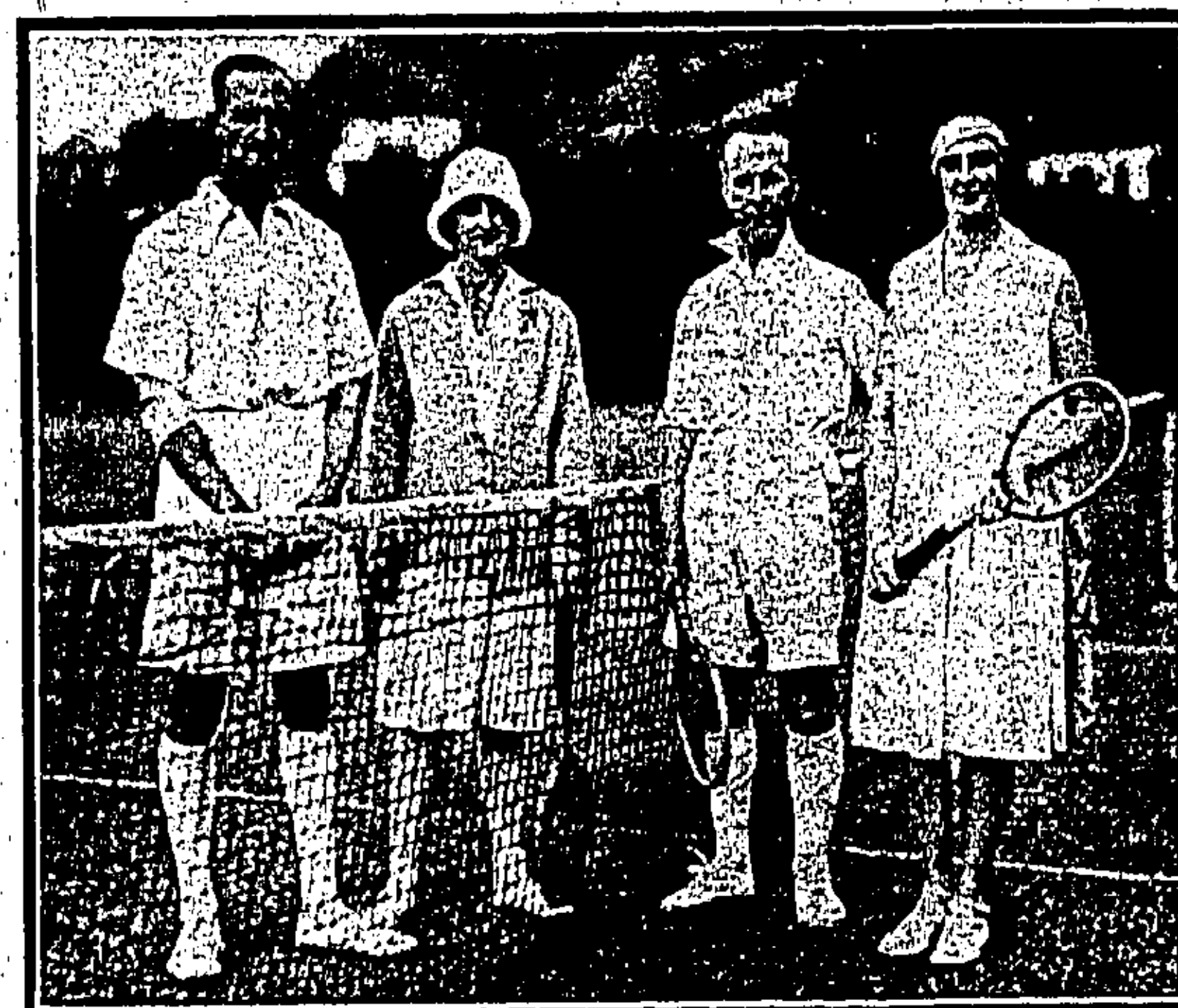
Above, members of the Arts Association of the Hongkong University in the playlet, "The Mere Man," recently produced; below, characters in "The Ghost of Jerry Bundler," also produced by the University Arts Association. (Photos: A Fong).



Some of the players in the recent international tennis doubles championship contest at Swatow. The winners were Messrs. H. Y. Shih and H. K. Lee. The Mayor of Swatow, Mr. S. C. Hsu, who presented the prizes, is seen in centre.



Mr. E. C. Fincher and Mrs. Sayer (left) with Mr. M. K. Lo and Miss Enid Lo, who met in one of the Mixed Doubles semi-finals. The latter pair won. (Photo: Mee Cheung).



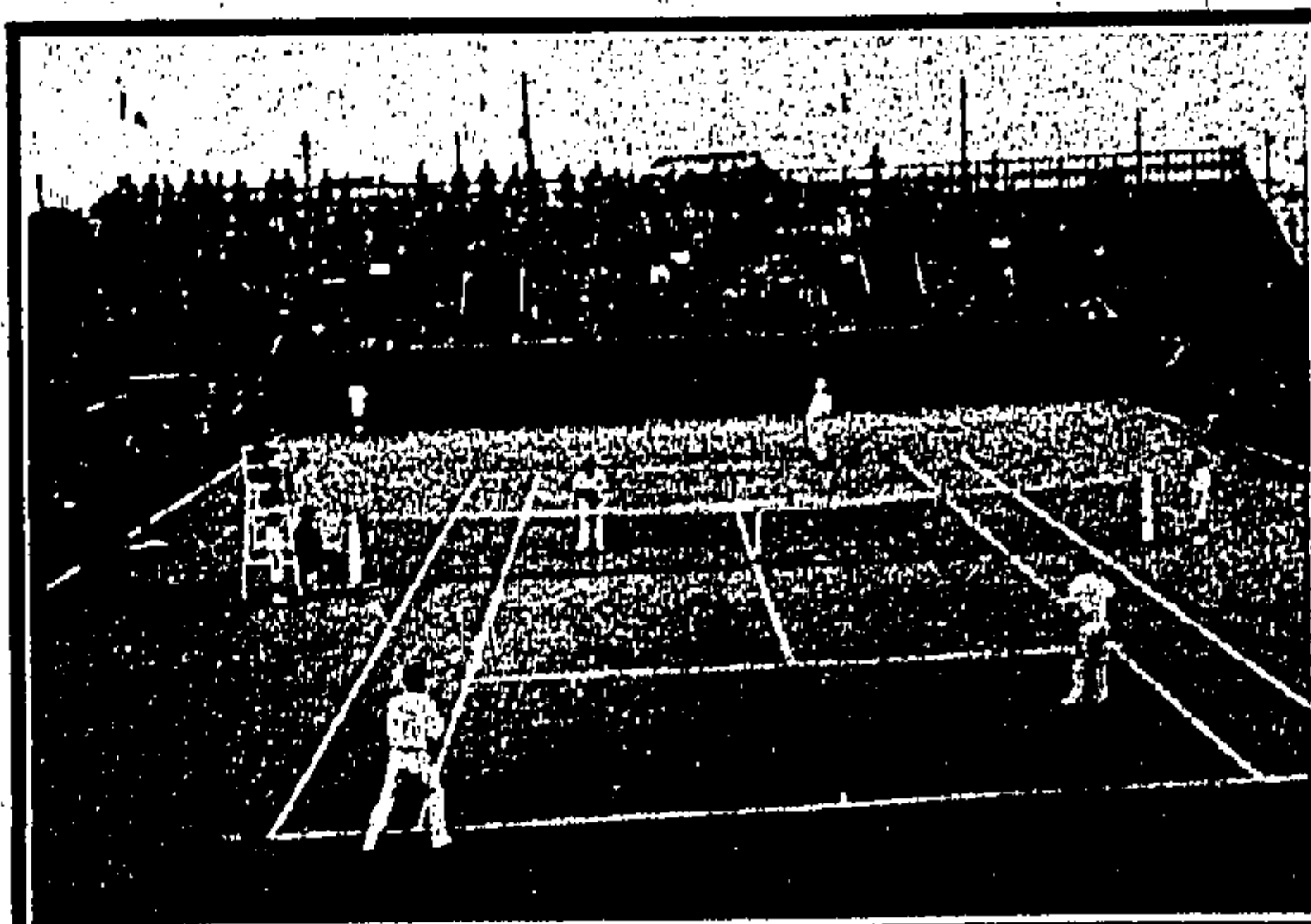
Major Lucas and Mrs. Tottenham (left) are here seen with Mr. J. S. McEachran and Mrs. Taylor, whom they defeated in the other Mixed Doubles semi-final. (Photo: Mee Cheung).



Charles Gray and Neille Field in the Apache Dance. They are pupils of Miss Daisy O'Keefe and will again be seen at the Theatre Royal to-night.



Messrs. H. Y. Shih (left) and H. K. Lee, winners of the international doubles championship at Swatow.



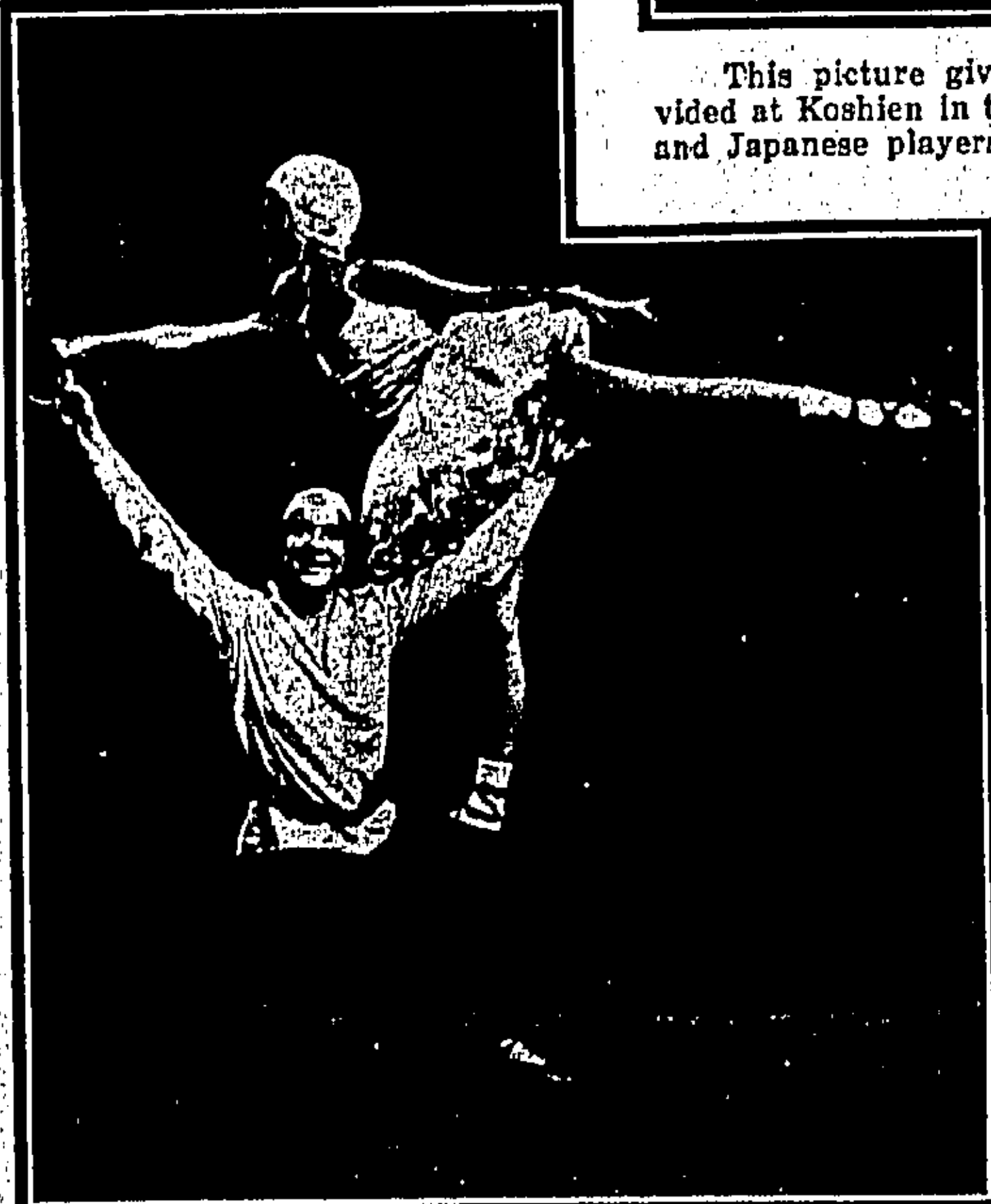
This picture gives a good idea of the accommodation provided at Koshien in the tennis matches between the French stars and Japanese players. Landry and Rodet, far end, are seen playing Sato and Akimoto.



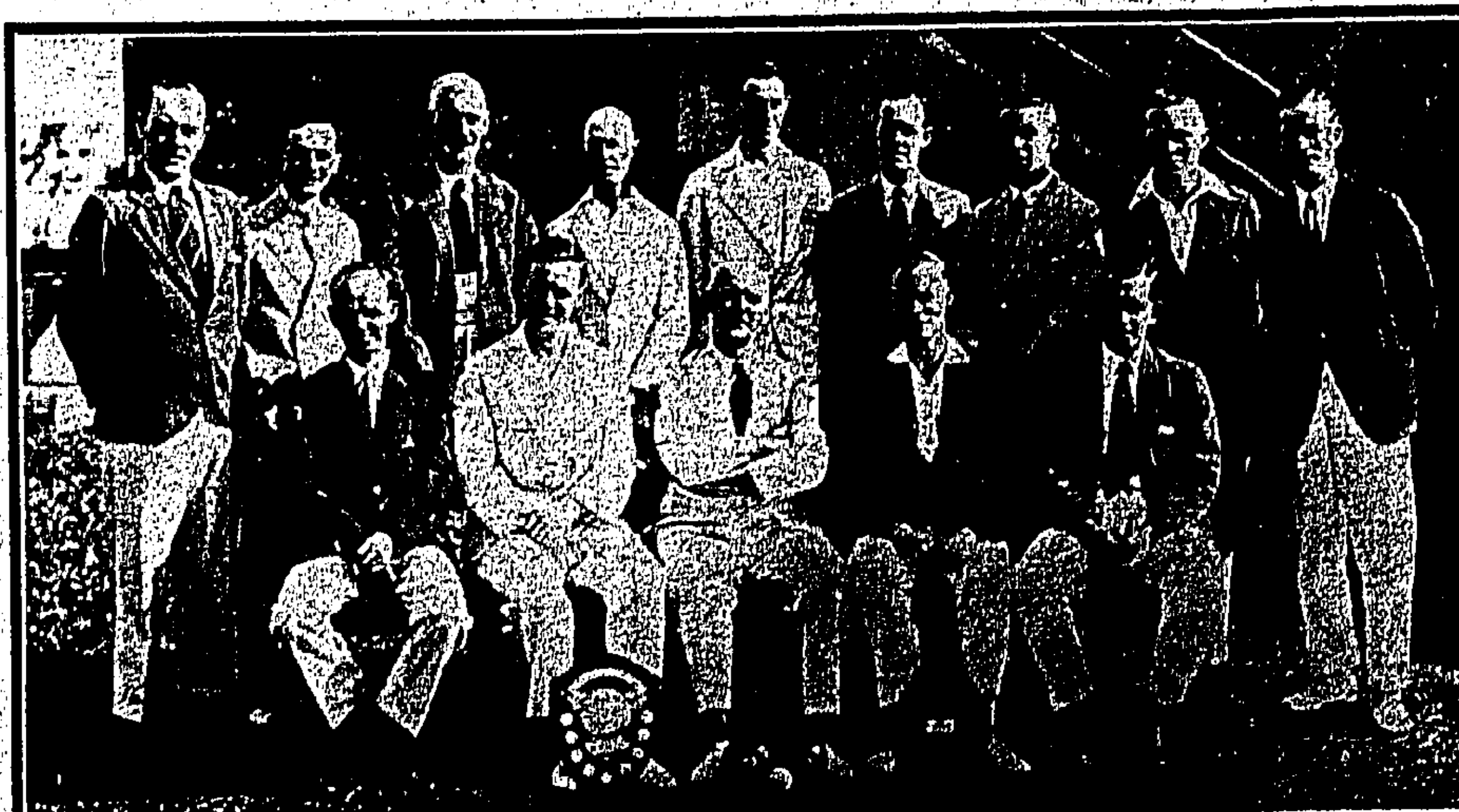
The French tennis stars with Japanese players at Koshien. Brugnol is seen seventh from left and Cochet with arm round shoulder of one of the Japanese officials.



Above is the water polo team of "A" Company, King's Own Scottish Borderers, with an imposing array of trophies. (Photo: Ming Yuen Studio).



Two clever pupils of Miss Daisy O'Keefe—Miss Maud George and Miss Betty Peston, seen in the pas-de-deux.



This group of Talkoo bowlers was taken on the occasion of the closing day on Saturday last. The 2nd Division League trophy, which Talkoo won, is seen in the picture. (Photo: Mee Cheung).

EFFECT OF THE "TALKIES." REVOLUTIONISING THE CINEMA INDUSTRY.

Never before in the history of motion pictures has the industry seen such a change as that which it has undergone since the advent of the "talkies."

Not only has the heretofore silent drama been given a voice, but the methods of producing the speaking pictures have been constantly changing. Scarcely a week passes but what some new device is perfected for improvement or simplification of production.

Even the personnel of the business has undergone a decided change. New faces are seen on the silver sheet. And there are an infinite number of new faces which the public never sees—stage directors, singing teachers, elocutionists, electric wizards, song writers, musicians, playwrights, artists and a host of others.

Industry is Made Over.

This change has been so gradual yet so rapid that few realise what the industry has gone through. If one stops to analyse what has happened he will realise what a truly remarkable feat has been performed.

Compare the movies with the automobile industry. When Henry Ford changed the style of his car, his entire factory, considered one of the most efficiently operated in the world, was closed down for a full year at a loss of many millions of dollars. Yet when motion pictures underwent just as radical a change they did so without a single studio closing its doors. Theatres the world over had to be supplied with films and the pictures were produced to meet the demand. Sound and silent films were made on adjoining stages until sufficient equipment could be installed to make them all with sound and dialogue.

Natural Colour.

To-day the articulate film is being made almost as efficiently as and in some cases more so than the old silent picture. But the industry has not stopped at that. Natural colour has been added, and very successfully. Soon we will have pictures giving the impression of having three dimensions. And after that—who knows what will come.

From a financial standpoint the production of pictures to-day is about the same as it was a year or two ago. It costs about the same to make the average talking film that it did to produce the general run of silent films. But the "talkies" practically have eliminated the million and two million dollar specials. Producers have learned that huge production



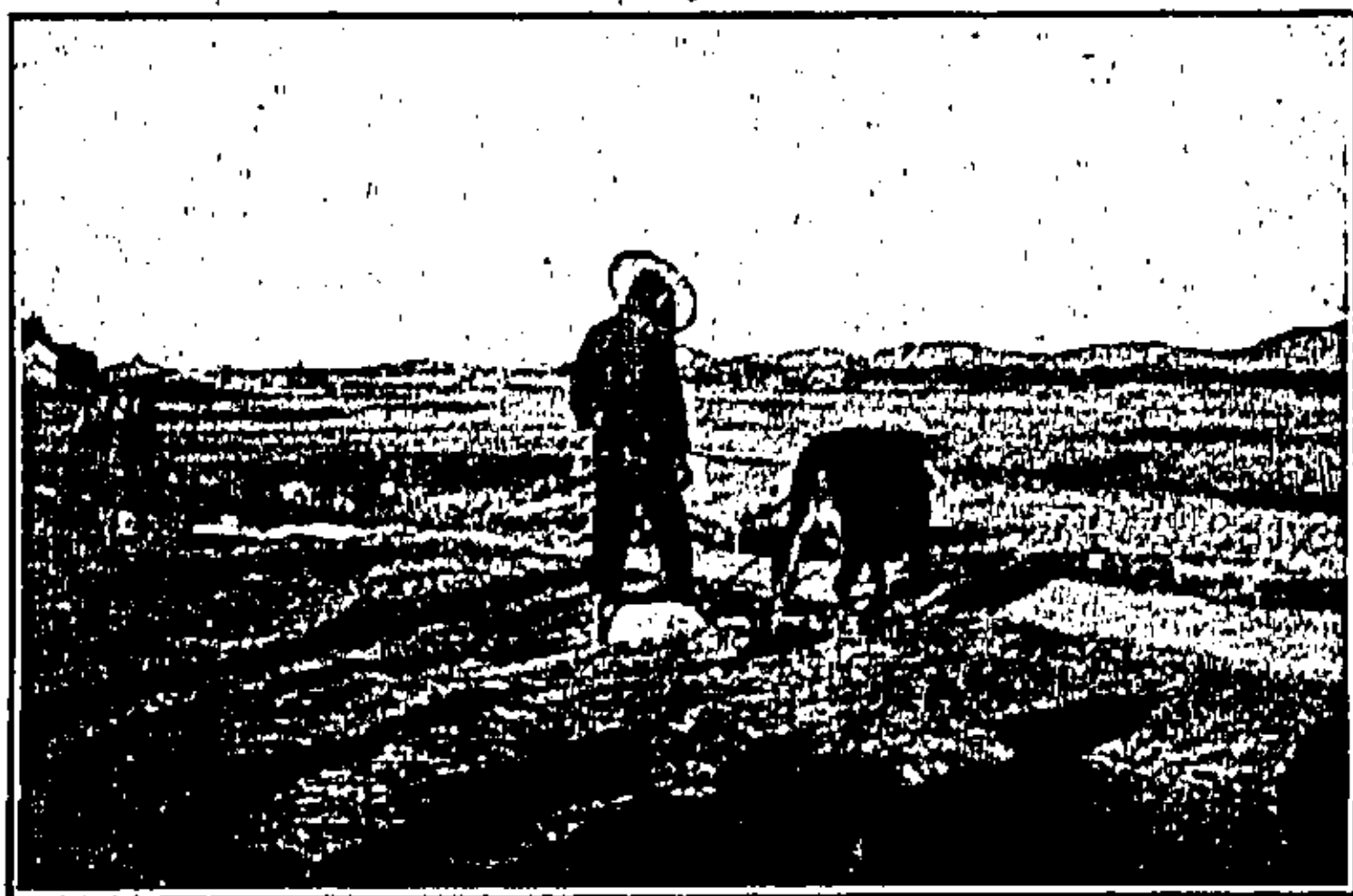
Just as they appear to have pushed some favourites from the screen, the talkies are bringing others back. No. 1 is Betty Compson, whose popularity was fading until it was discovered that she could sing, her most recent feature role having been in "On With the Show." No. 2 is Florence Vidor, who starred with Emil Jannings in "The Patriot" but whose voice seems unequal to the talkies. Practically the same applies to May McAvoy, No. 3, whose voice also fails to "register." But Beanie Love, No. 4, seems to have recovered much of her fading glory in the oral films, as evidenced by her excellent work in "The Broadway Melody."

values do not necessarily add interest to a film. As a result few pictures now pass the \$500,000 mark and most of them are kept far below that.

"Talkies" Run Limited.

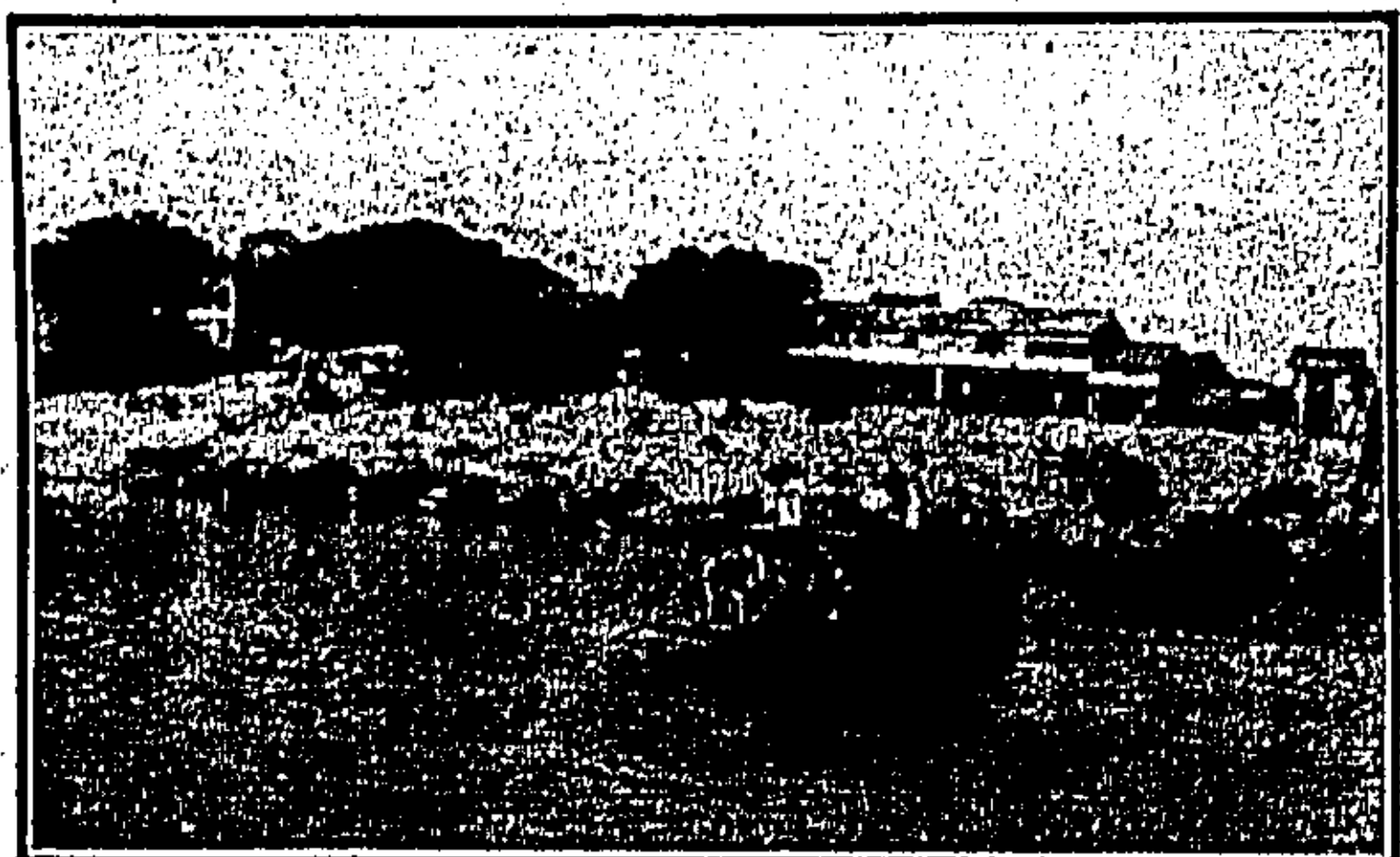
In keeping with their costs, the returns of the "talkies" are less. The old silent productions used to run two or three years before they were finally put on the shelf. A talking film does good business if it runs six months. That is because the "talkies" constantly are being improved and even the small-town theatres that are wired for using them insist upon having up-to-date films.

THE OLD, OLD WAY.



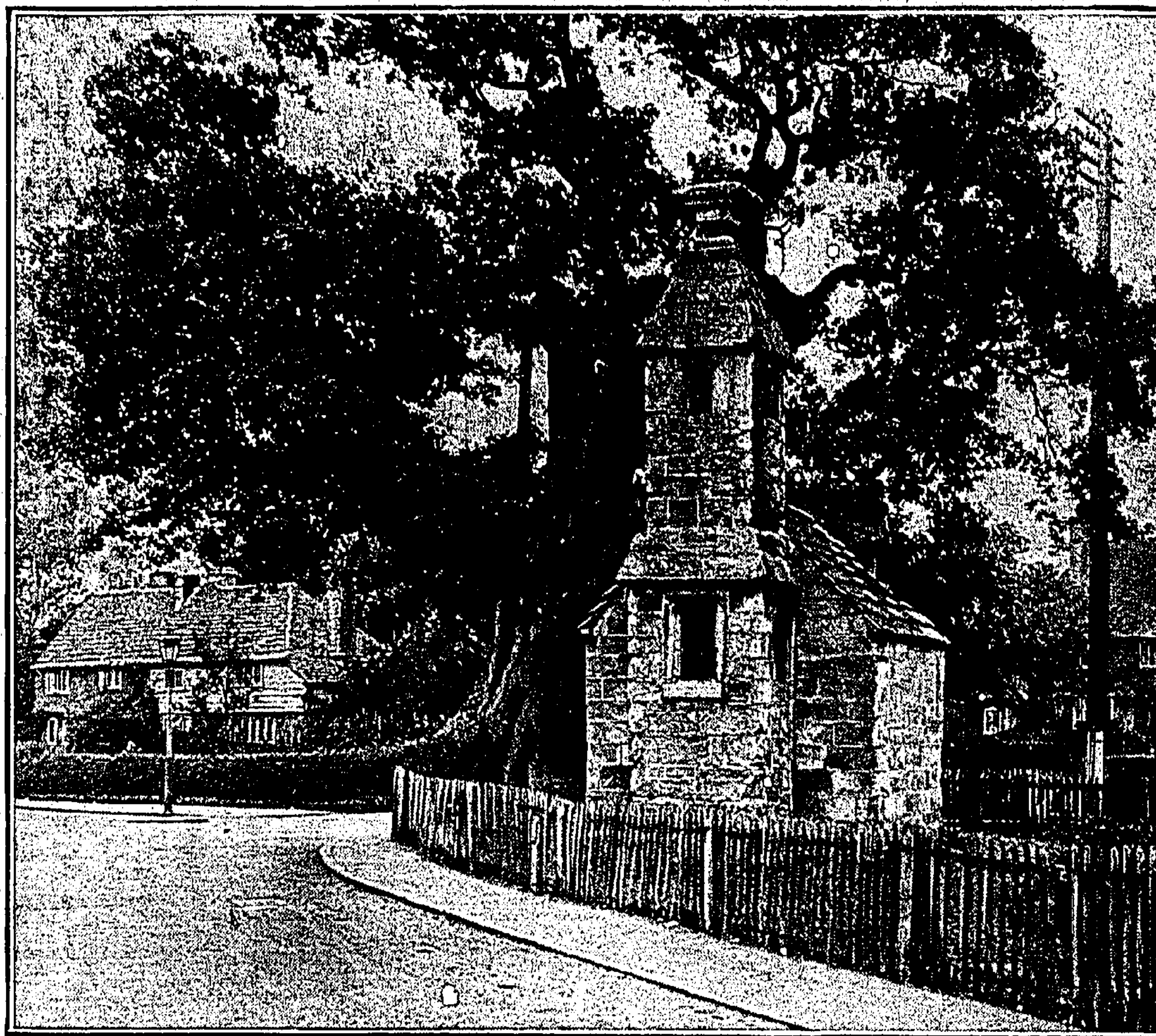
Following the methods of centuries ago, the farmers in China rely on their old friend, the buffalo, for traction power. The photograph shows a rice field being harrowed.

IMPORTANT NATIVE FERRY BOAT.



The primitiveness of native ferry boats is illustrated by the above, which is one of the most important ferry boats on the West River, at Shui Hing. The boat shown is conveying passengers to one of the steamers of the Kwong Wing Company.

VILLAGE CAGE AT LINGFIELD.



An interesting survival of the village lock-ups of past generations is the cage at Lingfield, Surrey. It stands close by an old oak, and of recent years has been restored. Local history tells how some 70 years ago a party of poachers rescued during the night eleven of their comrades by removing the roof of the cage with picks and crowbars. The cage was last used as a lock-up in 1882. (Times copyright).

PLAN TO OVERCOME WATER SHORTAGE.



The lowness of the River Ouse at Huntingdon is causing the local Corporation considerable anxiety, as the sanitation of the town depends on a good supply of water in the river. Among the contributory factors to the shortage of water is the condition of the lockgates at Houghton Mill, which fail to hold up the water, and the Corporation are seeking powers to purchase the mill with a view to its demolition and the rebuilding of the locks. A picture of Houghton Mill, which is a place much visited by artists. (Times copyright).

Girlish Styles Go Out



I
This Louisboulanger Evening Dress for Fall
Is Fashioned of Warp-Printed Taffetas and Shows
A Side Pouf and Train as Outstanding New Points.



And in Their Place
Are Sophisticated Fashions
Which Make All Women
Appear Grown-Up



III
Leon the Hatter
Created This
Long Stocking
Of Angora-Jersey
Which Can Be
Fashioned Into
A Large Number
Of Individual
Fall Turbans.



IV
The Same Strip
Of Angora Wool
Is Used Here
For an Unusual
Off-the-Face
Effect Turban.



II
Marcelle Lely
Created This
Black Velvet
Fall Turban.
Using Selvage
As Trimming.



V
Louisboulanger Uses Black and White
Tweed for This Sports Coat.
Whose Scarf Ties Like a Cravat.

PARIS is going to make sophisticates out of all women this year. The sweet young thing with the baby stare and the kittenish ways, who got by with them beautifully last year, had better start right out and buy some shoulder-length earrings and a slinky dress so that she will look like a siren until she makes the psychological adjustment and learns the new technique in dress.

While Youth will never cease to be desirable, it is about to learn to be less obvious. For some time, owing to short skirts, it has been quite undesirable for a woman to be a woman. No matter what her years, or how many grandchildren she had, she had to look like a flapper. Youth was served so hard on all sides that nothing else counted.

Today the well-known pendulum has swung back. Women may be women again—they may have curves, though no one should abuse the privilege. They may—and must—cover their knees, and wear clothes that have dignity, grace and line. They may wear hats that are not severe and uncompromising, but that flatter and save. In fact, the style in femininity at the moment is not girls, but women—which is going to be a great relief to a large group of the so-called weaker sex.

RIGHT here, before getting down to the matter of clothes, take warning that gloves have staged a come-back in Paris—this means long, elbow and shoulder-length gloves. With a pink evening frock, Paris approves of long pink glove gloves. With a white satin frock, the outdoor woman can obliterate the sunburned arm with long white gloves. And long black kid gloves are seen for afternoon and evening alike—particularly with a thin black net or chiffon gown are the black gloves appropriate.

After all, this going back to femininity is no half-way enterprise. You've got to go the whole way. There is no doubt but often you will remember the good old days when skirts were short and bobs were boyish.

I. NO ONE is able to make quite such a glamorous affair of a flowered taffeta as Louisboulanger. She can add puffs, bustles and panniers and other undesirable sounding ingredients, and finish up with something that any woman would give years of her life to wear.

The model here photographed is made of warp printed taffeta in shades of blue and green subtly blended and contrasted. The dress introduces

side puffs and a train with considerable conviction. The bodice is long and very simple, nothing being allowed to detract from its slender lines. Everywhere in Paris one sees lame used more than ever before, particularly in evening wraps, and for afternoon when it is often tailored, and handled as a much less ornate material usually is.

II. FOR formal occasions to wear with the velvet and satin gowns with long skirts, Marcelle Lely has created this black velvet turban, quite smooth in front, with an exaggerated bow at the back. The white selvage is utilized as a decoration. It is an unexpected touch like this, sounding so incongruous, that makes French creations such a delight!

One of the outstanding features of the fall and winter collections is the use of wool, not only for frock and coats, but for millinery. The tweed chapeau of this season is not severe, but is a marvelous manipulation of extraordinary material.

III. TWO outstanding turbans are photographed today, both created by Leon, the Paris hatter.

In the first turban, a long stocking of angora wool jersey has been manipulated to leave one end free and form something of a decoration in the way of a piquant side effect. This is ideal for sports wear, and you may expect to find many versions of it this winter at St. Moritz, Quebec, Lake Placid and other spots where ice and winter sports are featured.

IV. THE second Leon model is likewise a turban made from a long strip of angora wool jersey. This strip can be fashioned into any number of individual turbans, so long as the line is kept close and neat. It can be developed in colors to match your frocks or coats, or it can be of a brilliant red or green to give an accent to a dull-toned ensemble.

V. FOR morning, or for sport, or for travel, Louisboulanger suggests this tweed coat which comes in a black and white mixture, which has a different weave on the inside, of yellow and black. She adds a smart touch in the scarf, tied like a cravat, made of the lining. There is a clever cut at the waistline, defining the higher line, and incidentally providing a pocket that is a real joy.

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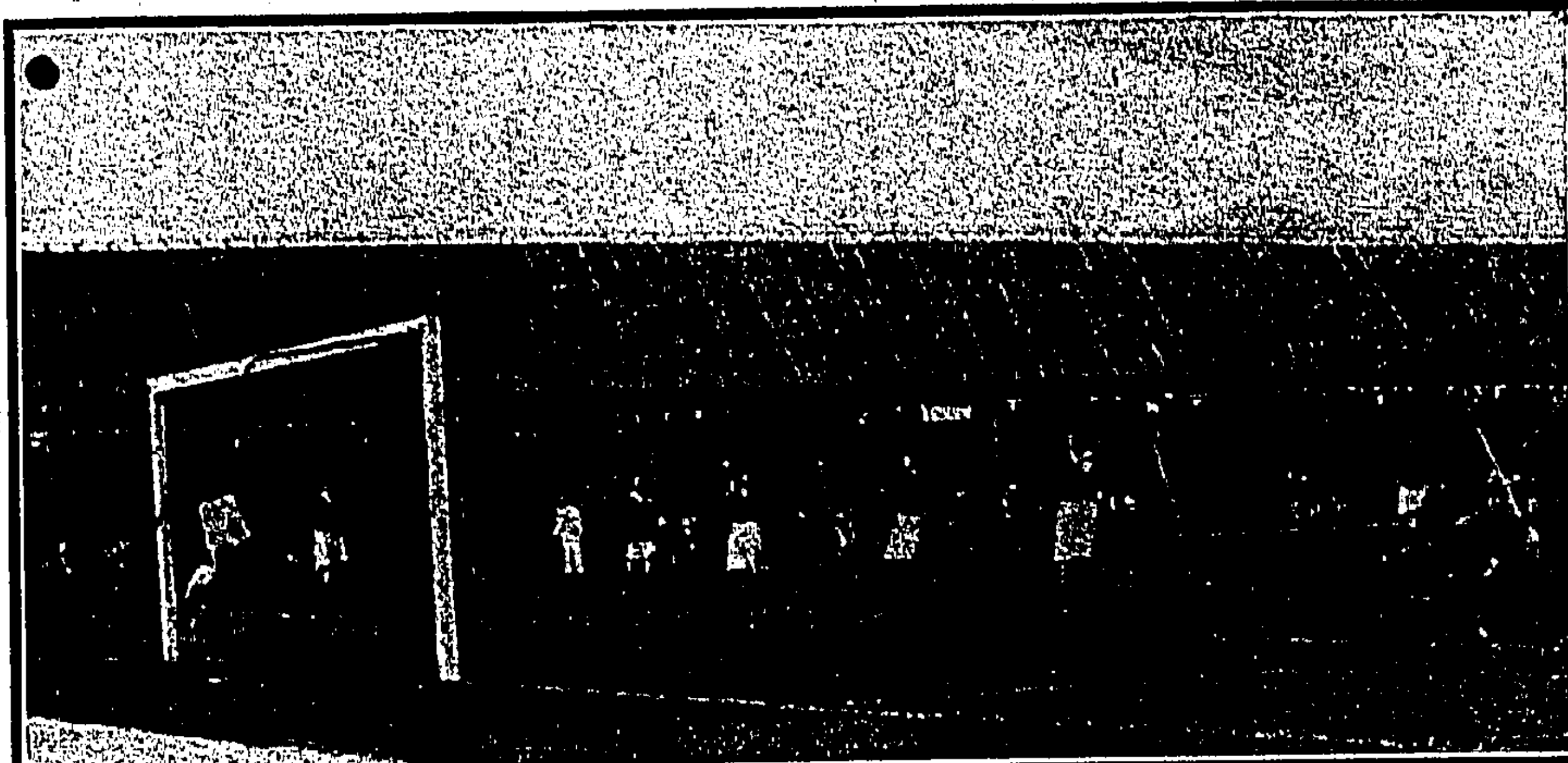
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MORNING DRESS -
INFORMAL WEAR -
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Taikoo bowlers with the Inter-Departmental Trophy, won by the Wood Department, with Mr. J. C. Chalmers as skip. (Photo: Mee Cheung).



A good snapshot of play in progress between Chinese Athletic and the Somersets at the North Point Stadium last Saturday. One of the Chinese players is seen skying the ball over the crossbar. The Chinese won by three goals to one. (Photo: Mee Cheung).

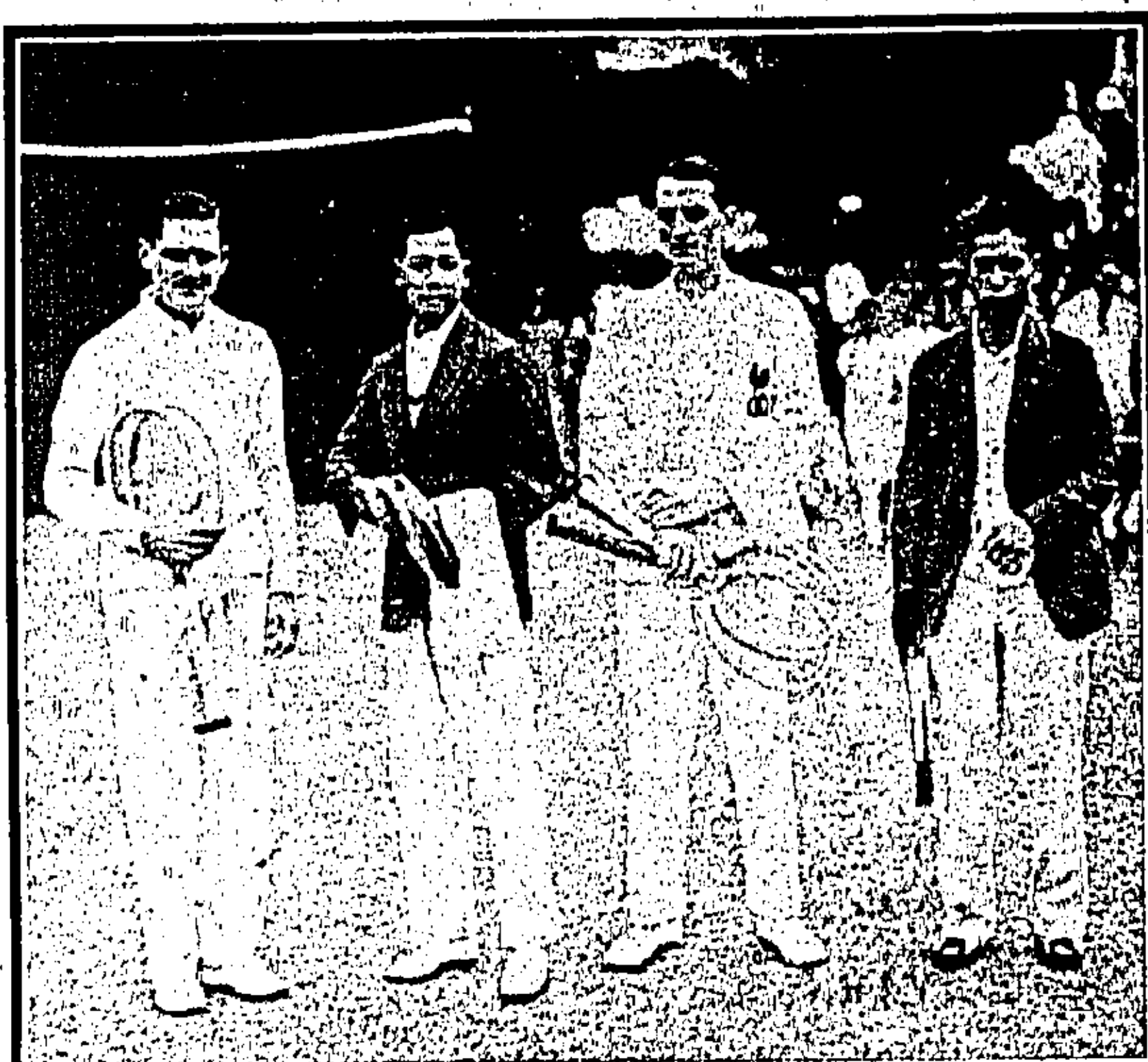
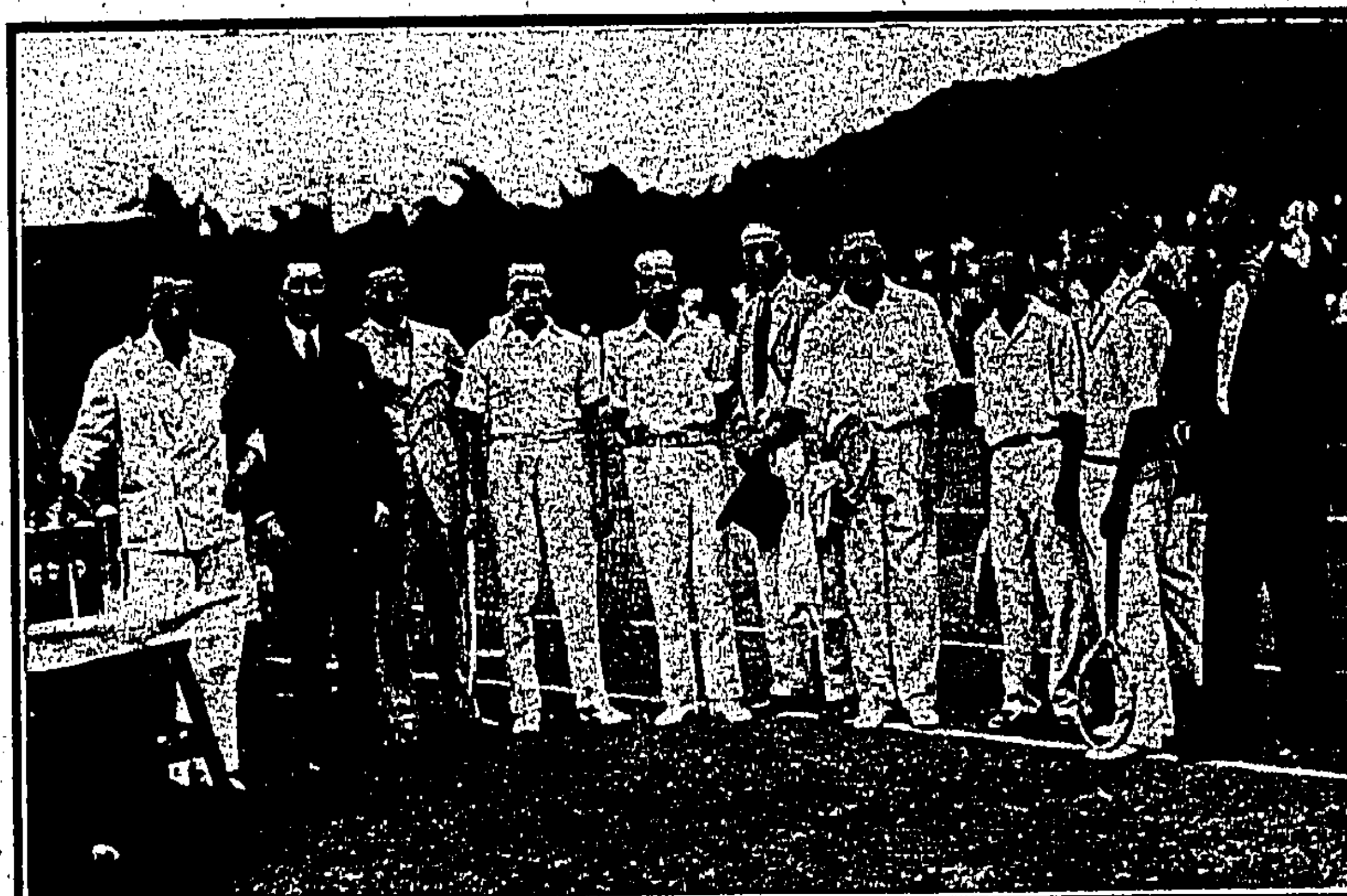


Photo of men's doubles contestants during the visit to Hongkong of the French tennis stars. Left to right:—M. Landry, S. A. Rumjahn, M. Rodel and H. D. Rumjahn. (Photo: Mee Cheung).



Another photograph taken on the visit of the French tennis stars. Left to right:—M. Rodel, M. Brugnon, C. Choa, M. Cochet, M. W. Lo, Ng Sze-kwong, M. Landry, H. D. Rumjahn, S. A. Rumjahn, and Chiu Chun-chiu, Secretary of the Chinese Recreation Club. (Photo: Mee Cheung).



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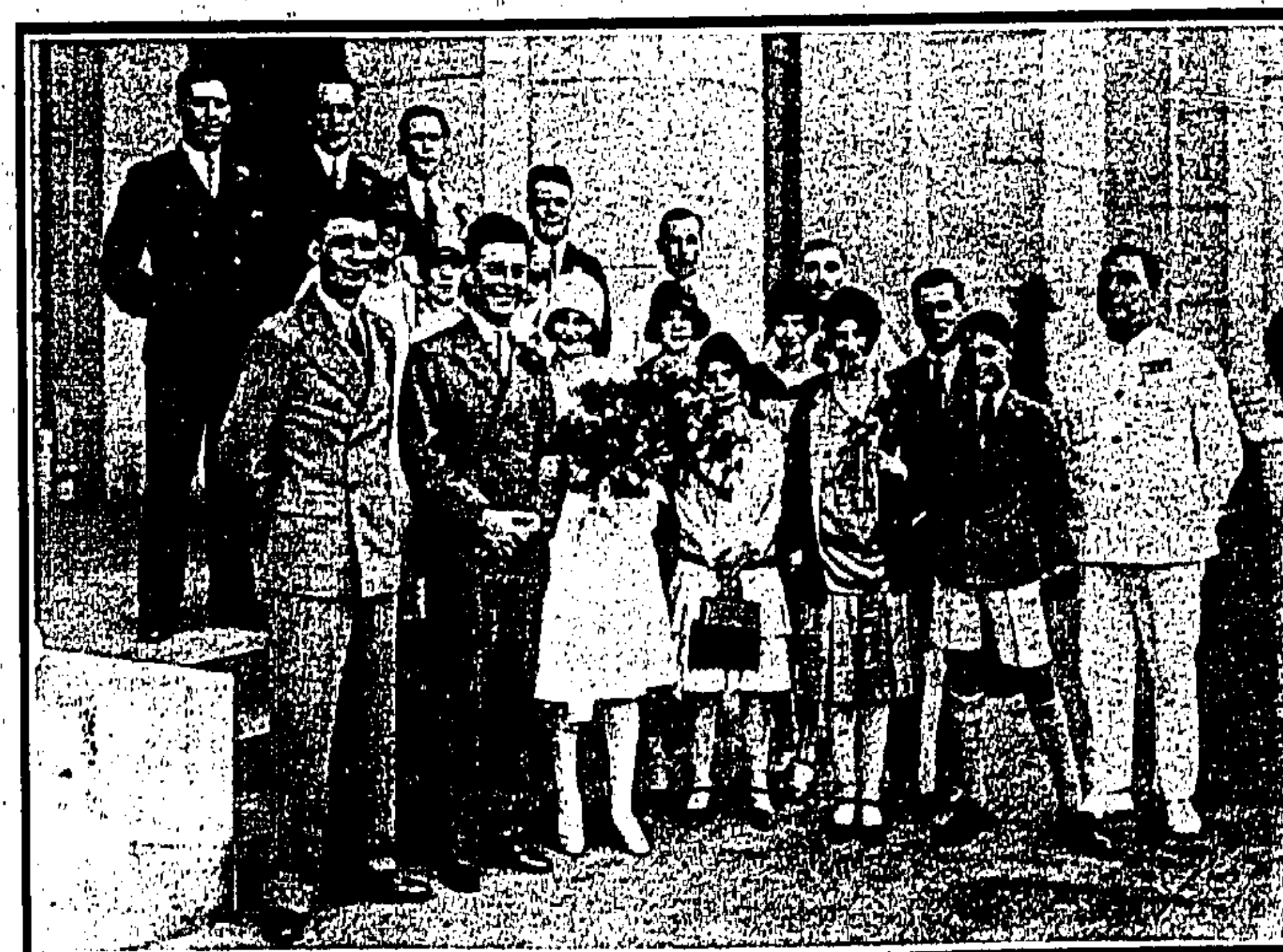
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Group photograph taken after the wedding, at the Registry Office, of Mr. F. C. Brimblecombe, of the Prison Department, and Miss Fanny Blyth.



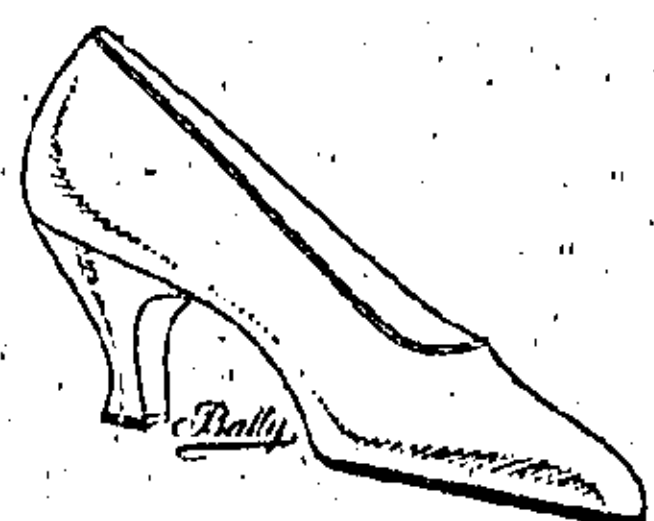
Bridal group at the wedding, at the Peak Church on Monday, of Mr. J. B. L. Stanton and Miss Astrid Larssen. The bride had Miss Anata Larssen as bridesmaid, whilst Mr. S. T. Batlin was "best man." (Photo: Ming Yuen).

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Photographed on the visit of the French tennis stars. Left to right:—M. Brugnon, Miss Enid Lo, Mrs. Tottenham, and M. Cochet. (Photo: Mee Cheung).



Above are the Shanghai and Malaya interport cricket teams, photographed outside the H. K. C. O. pavilion. Mr. R. B. L. Braddell, the Malaya skipper, is seen seated in centre, with Mr. D. W. Leach, Shanghai's captain, on his right. (Photo: Ming Yuen).

MOTOR NOTES FROM GREAT BRITAIN.

[Special Report to the Hongkong Telegraph by "R. A. C."]

A New Rolls-Royce.

For quite a long time there have been rumours that a new Rolls-Royce model was in course of preparation and, further, that it would be of the sports variety. Now that the veil has been lifted it is made clear that the new product of the famous Derby works is a redesigned "Phantom" chassis, to be known as the "Phantom 11", and is not a sports model. However, it incorporates a number of features which bring it right into the forefront of modern ideas.

The original 40/60 h.p. chassis was the famous "Silver Ghost" and then in 1926, the "Phantom" was introduced. The latest addition has the same engine of 7,668 c.c., but unit construction with the gear box is now employed. Lubrication of the chassis is by a centralised system and the rear springs are now of semi-elliptic type instead of the former cantilever. The new design of buck axle allows the height of the chassis generally to be reduced and, in fact, the effect of the new features is to give a lower centre of gravity, improved appearance, better suspension at all speeds and increased acceleration and maximum speed. Otherwise the new chassis retains all the characteristics which have put Rolls-Royce cars in a class apart.

A Special Overseas Model.

Quite one of the most arresting among the new models so far announced from British factories is the 20/70 h.p. special Overseas Talbot. This has been designed specifically to meet the requirements of motorists who want something more powerful than the 14/45 h.p. on which the Clement Talbot factory has concentrated with great success for the past three years.

The new model with its 2,276 c.c. engine will give, what is so often asked for abroad, an outstanding top gear performance, and being very strongly built, it will stand up to the worst roads. Particular attention has been paid to the suspension; semi-cantilever type springs are used at the rear, fitted underneath the chassis. The frame is of pressed steel of deep section and has an "X" cross member in the centre. The clearance is 9 1/4 inches.

From Midland Factories.

The Humber "Snipe" is essentially a very modern production and certainly one of the most attractive cars that has ever come from the well known Coventry works. The engine has a cubic capacity of 3,498 c.c., but it is the gearbox which is of particular interest. This has an alternative top or silent third, which is as noiseless as the direct-drive ratio. It is most useful for traffic conditions and for winding roads.

The "Snipe" is capable of a genuine 75 m.p.h. and as the world export rights are in the energetic hands of Rootes Ltd., it will soon be seen in the Overseas markets. The five models listed by Wolsley Motors have proved so successful that they are being continued without alteration for 1930, but the 21/60 h.p. 6-cylinder long wheelbase model, recently introduced, will bring the number up to six. These consist of the 12/32 h.p. 4-cylinder, 16/45 h.p. and 21/60 6-cylinder (also the long wheelbase model), and the two straight-eight models, the 21/60 h.p. and 32/80 h.p.

To meet the demand for more luxurious equipment, however, the County de luxe models are being introduced. These, in addition to the standard equipment, will have chromium plating on all external fittings, radiator shutters, Triplex safety glass, dipping headlights, two spare wheels and so on.

The Singer Senior Six has the distinction of being the cheapest British Six and its announcement has made something of a sensation. The car, which is of 15.7 h.p., has been subjected to the most strenuous road trials, the first one produced having now covered well over 100,000 miles. Although the price of the saloon model is as low as £275, the specification includes Triplex glass, and chromium plating.

Simplifying Maintenance.

An interesting feature of the Singer Super Six is the provision of Luvax central chassis lubrication. By this system, one simple operation from the driving seat oils every bearing on the chassis, there are no moving parts in the pipe line and the oil is delivered in a measured quantity. Thus, the dirt and drudgery of hand greas-

ing are eliminated, unlocated squeaks and rattles are banished and longer life is assured to every chassis bearing.

Gradually all the unpleasant jobs that fall to the lot of the motorist on his lawful occasions are being simplified. Thanks to chromium and cellulose finishes, cleaning does not hold the terrors of old; central lubrication systems are eliminating the grease gun. Now comes the Jackal four-wheel jack, manufactured by S. Smith & Sons, which makes jacking a simple and cleanly matter.

The equipment consists of four small tubular telescopic jacks permanently fitted close to each wheel. A lever and a small flat box on the running board complete the outfit and, by means of the hydraulic system used, anyone can raise and lower one or all four wheels in a few seconds without any effort.

Standardising Motor Cycle Controls.

It is good to learn of the authority of the British Cycle & Motor Vehicle Manufacturers' & Traders' Union that a form of layout has now been officially recommended for both twist grip and lever types of motor cycle control and it is anticipated that many of the British factories will incorporate these in future models. The use of a standard form of control will undoubtedly remove a potential cause of accidents while at the same time it will assist the manufacturer.

A very neat arrangement of handlebar control is now employed on the Triumph models, C.N., C.O., and C.S.D. All the controls are integral and the cables are concealed within the bar itself. Twist grips are used for the throttle and ignition and these are quite accessible, while nipples are placed at the ends for pressure gun lubrication. This new handlebar and its controls is certainly one of the best efforts made so far to clean up the general design and will appeal to the discriminating owner.

Features of 1930 Models.

A feature of the 1930 Ariels is a new pattern gear-lever which ensures an easy change and makes it practically impossible to miss middle gear. An innovation for motor cycle practice is the fitting of an oil pressure gauge; this is mounted in the top of the tank and indicates that the dry sump lubrication system is working correctly.

To the technically minded the new design of engine shock absorber is of interest, and the inlet valves of the O.H.V. machines are now lubricated by suction from the crankcase.

The new Matchless models incorporate no fewer than 75 new features many of which are of particular importance to Overseas users. For instance chromium plated finish is used for all the bright parts of the machine, which means that even in the most humid climate, and however badly the machine is neglected, it is free from the ravages of rust and tarnish. Trouble-free lubrication on the dry sump principle is now employed and another feature of great importance is the interconnected brake system, by which operation of the brake pedal on the off-side of the machine applies both front and rear brakes.

The new side valve engines have totally enclosed valves and car type detachable cylinder heads. Enclosing the valve gear keeps out all dust and ensures that the tappets and valve stems are properly lubricated.

Huge Orders for Commercial Vehicles.

Some truly huge orders have recently been placed with leading British commercial vehicle manufacturers. One of the largest ever placed for heavy motor transport was the order for 223 rigid 6-wheeler Albions for the Indian Government. The total value of this contract is well on for £250,000 and it is interesting to note that the order is the direct result of the experience gained with a number of Albion 6-wheelers highly satisfactory.

Since the principal British railways commenced to operate road motor vehicles they have made substantial purchases and the record railway contract was placed recently by the Great Western for 100 Thornycroft 30-cwt. and 100 4/5 ton freight chassis to a total value of well over £100,000. The G.W.R. fleet of Thornycrofts, including vehicles purchased in earlier years, will be the largest in the world under one ownership, which distinction has hitherto belonged to the South African Railways, whose immense fleet of over 300 Thornycrofts has been built up within the past five years.

Transport for the Worker.

Discussing the question of heavy traffic routes in large towns, "Bus and Coach" emphasises a very human side of the matter. If traffic can be speeded up, more particularly at rush hours, the effect is to add to the leisure time of workers. Thus, if half an hour can be saved while going and coming in the morning and evening, the result to the worker, from the standpoint of time available for recreation, is exactly the same as if his working day were reduced

by half an hour, without any reduction in his wages.

Transport authorities must supply the type of transport which is demanded by the riding public and, in this connexion, it is instructive to see the growing demand for the trolley bus, both at home and overseas. The type has three outstanding advantages: speedy operation, quiet running and low cost. At Maidstone, in Kent, where a fleet of Ransomes 6-wheel double-deck trolley buses has been in operation for some time, the past year's operations produced a profit of £3,800 in respect of these vehicles, whereas the trams and petrol buses each experienced a loss exceeding £2,600.

In addition to the riding public, those people who spend their days in buildings facing on to busy thoroughfares appreciate the quiet running of the trolley bus.

Dustless Refuse Collection. For several years there has been considerable controversy in the world of Public Cleansing regarding the methods employed in house-to-house refuse collection. The ideal state of affairs entails dustless collection and hitherto, this was a long way from realisation.

Karrier Motors, however, have evolved a machine which marks a step in the right direction. This is a Rotary Loader which not only conveys the refuse from a low loading orifice into a sealed container, but automatically packs it without any manual effort. Refuse is shot into the chute of the rotary loader and falls directly into the inner area of the rotor which has specially spaced blades. There it is partially screened and separated, then, by centrifugal force, the refuse is thrown towards the rear of the container, the force being sufficient to pack the refuse firmly at the back of the body and gradually to fill it up towards the delivery end.

The machine was most favourably received when it made its first appearance in June at a Conference of the Institute of Public Cleansing.

A 16-Wheel 85-Ton Trailer. Periodically, road transport is called upon to carry loads beyond its ordinary scope and demanding

THE MODERN WAY.

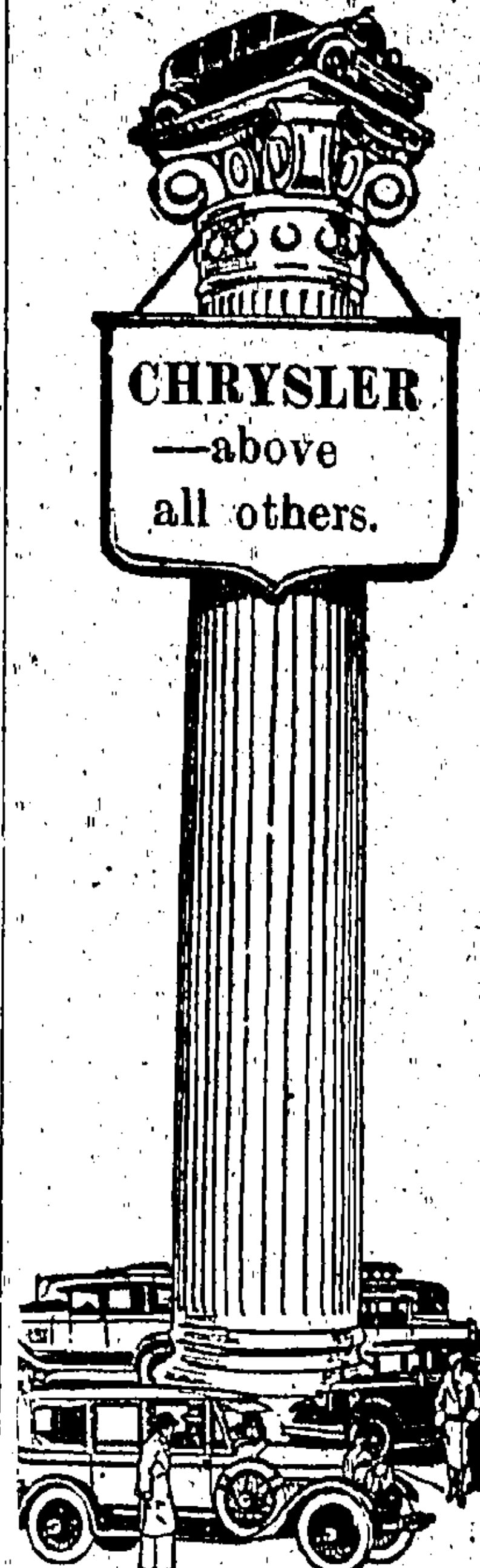
Exploring by Motor Omnibus.

DESERT SECRETS.

Fifty years ago an exploration trip into an unknown African desert was a momentous task involving a considerable number of animals and natives for the necessary transport, and probably months of careful planning. Now-a-days a few picked officials step aboard a Thornycroft motor bus and in as many days as their predecessors took months, or probably years, the secrets of the desert are probed and plans are formulated for another patch of the map to be commercially developed.

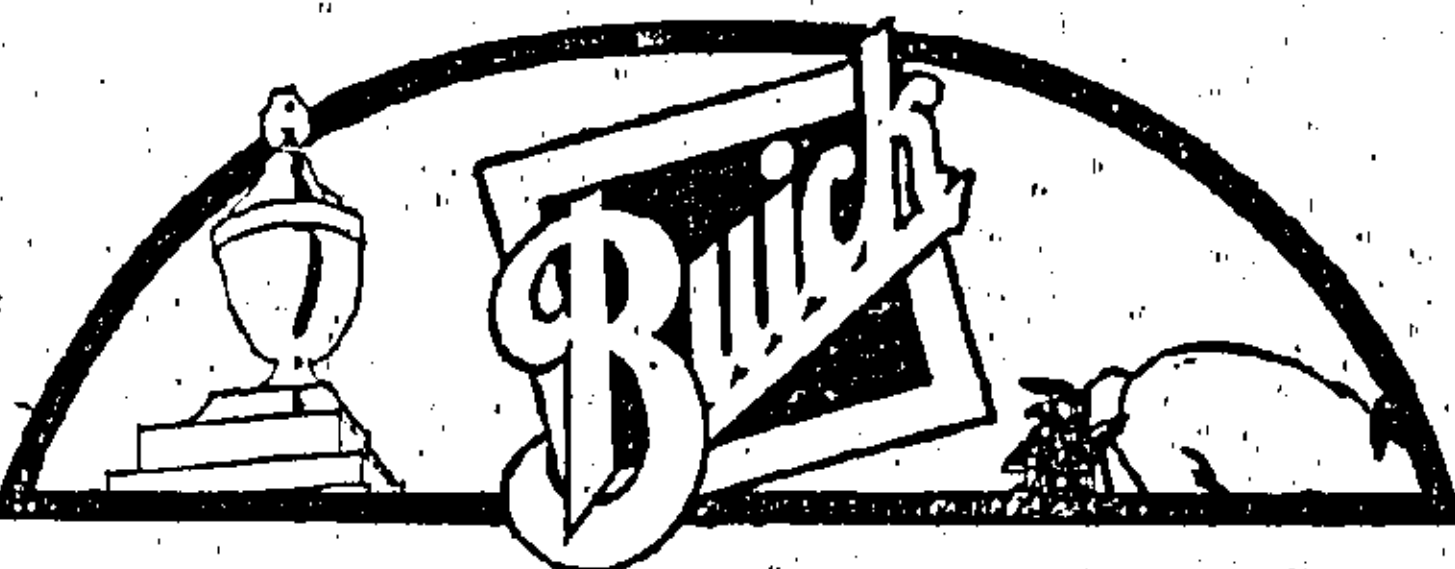
Each set of 4 wheels carries its load on a transverse axle, thus leaving the bogie free to oscillate in a fore and aft direction. In addition, each pair of wheels can oscillate independently in a lateral direction by means of a longitudinal axle between the wheels. This arrangement gives complete freedom of movement for every individual wheel to follow the undulations of the ground and to carry its proportion of the weight in any circumstances.

The brake gear had to be specially designed to operate evenly in any position of the wheels, and brakes are fitted to the rear 8 wheels only. The loading space in the "well" is 16 ft. 1 in. by 7 ft. 9 in.

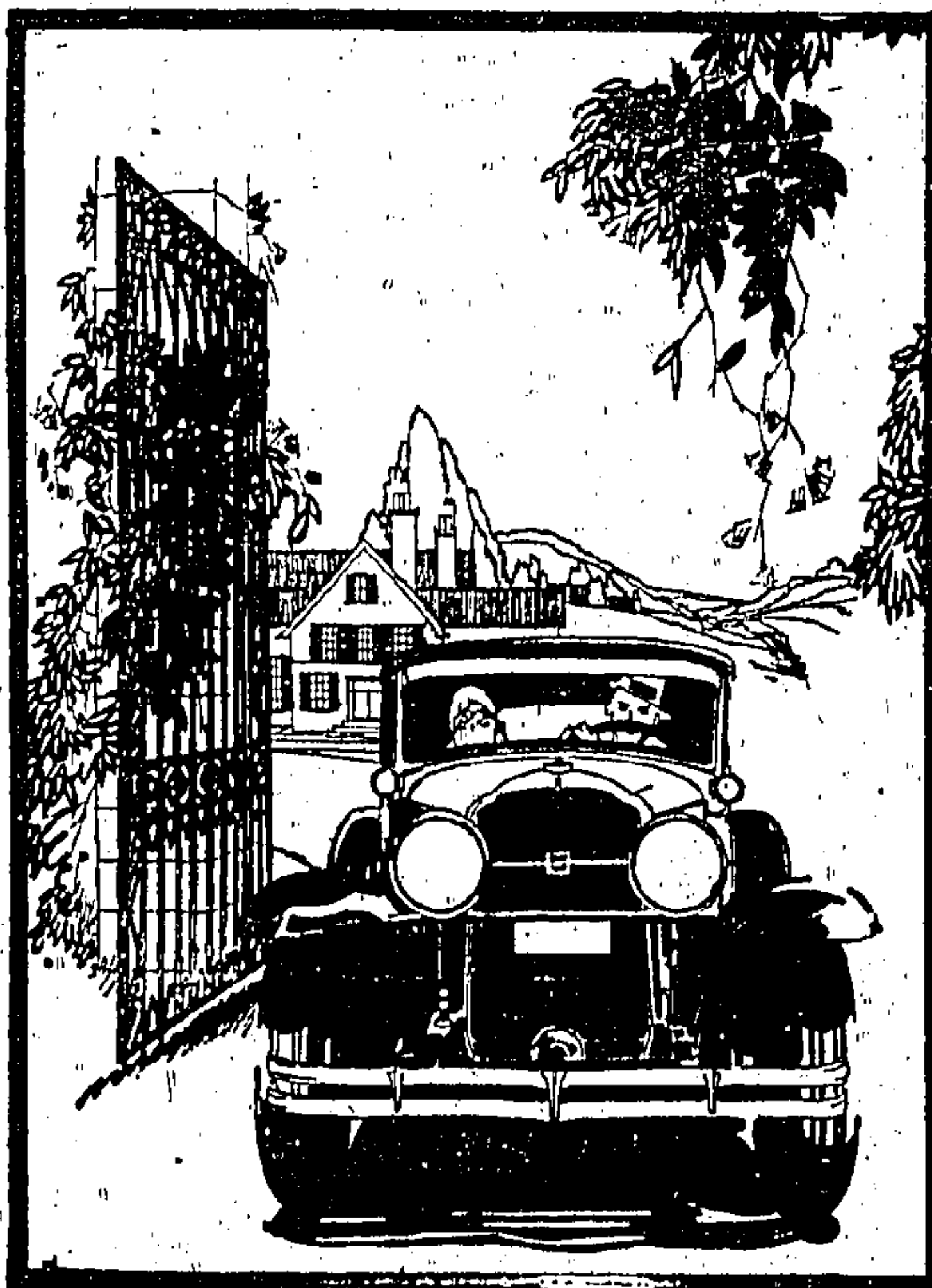


SOLE AGENTS
The Republic Motor Co. of China.

(Successors A. LUNG & Co. Auto Dept.)
30 32, Des Voeux Road.



IF YOU VALUE COMFORT AND CONVENIENCE 1930 MODELS NOW ON DISPLAY.



"A Product of General Motors"

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

33, WONG NEI CHEUNG ROAD, HAPPY VALLEY.

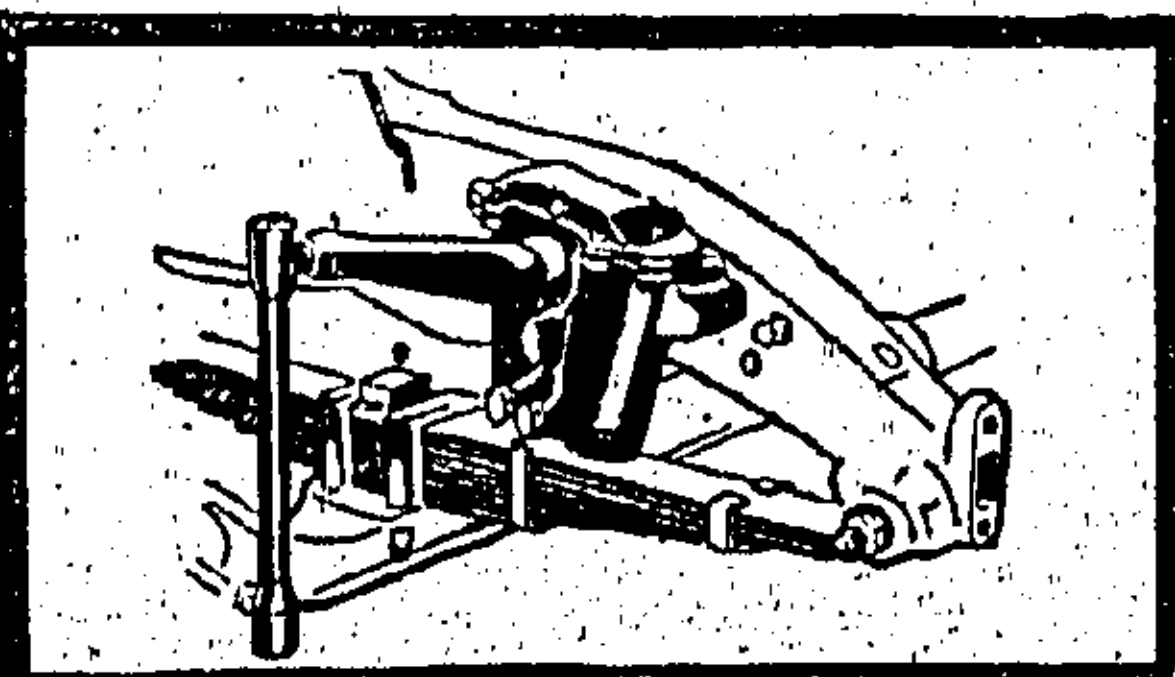
If comfort and convenience are of prime importance to you—see how Buick has really built the new car to your order!

The driver's seat can be adjusted so your legs fit the pedals. The steering wheel can be adjusted to suit your arms. Gear lever and emergency brake are within comfortable reach. Instruments are grouped so you can tell the entire operation of the car at a glance. Windshield kills headlight glare from rear or sides. Control levers, horn button and tilt ray headlamp control are on steering wheel. Side cowl ventilators, windshield wiper and rear view mirror are all within easy sight and reach.

And there are many other outstanding features that contribute to your comfort and convenience—and help add to your motoring enjoyment.

Have you seen this new Buick? Let us take you for a ride to-day?

- 14" Wheelbase Marquette Models \$51,470 to \$51,600
- 118" Wheelbase Buick Models ... \$51,800 to \$51,940
- 124" Wheelbase Buick Models ... \$52,240 to \$52,275
- 132" Wheelbase Buick Models ... \$52,195 to \$52,890



Buick's new semi-elliptic rear springs and double-acting hydraulic shock absorbers contribute to marvelous riding comfort.

GOOD YEAR

NAIRN EASTERN TRANSPORT COMPANY LTD.

HAIFA-BEYROUT-BAGHDAD

REVENUE STAMP 1927

Dear Sirs:

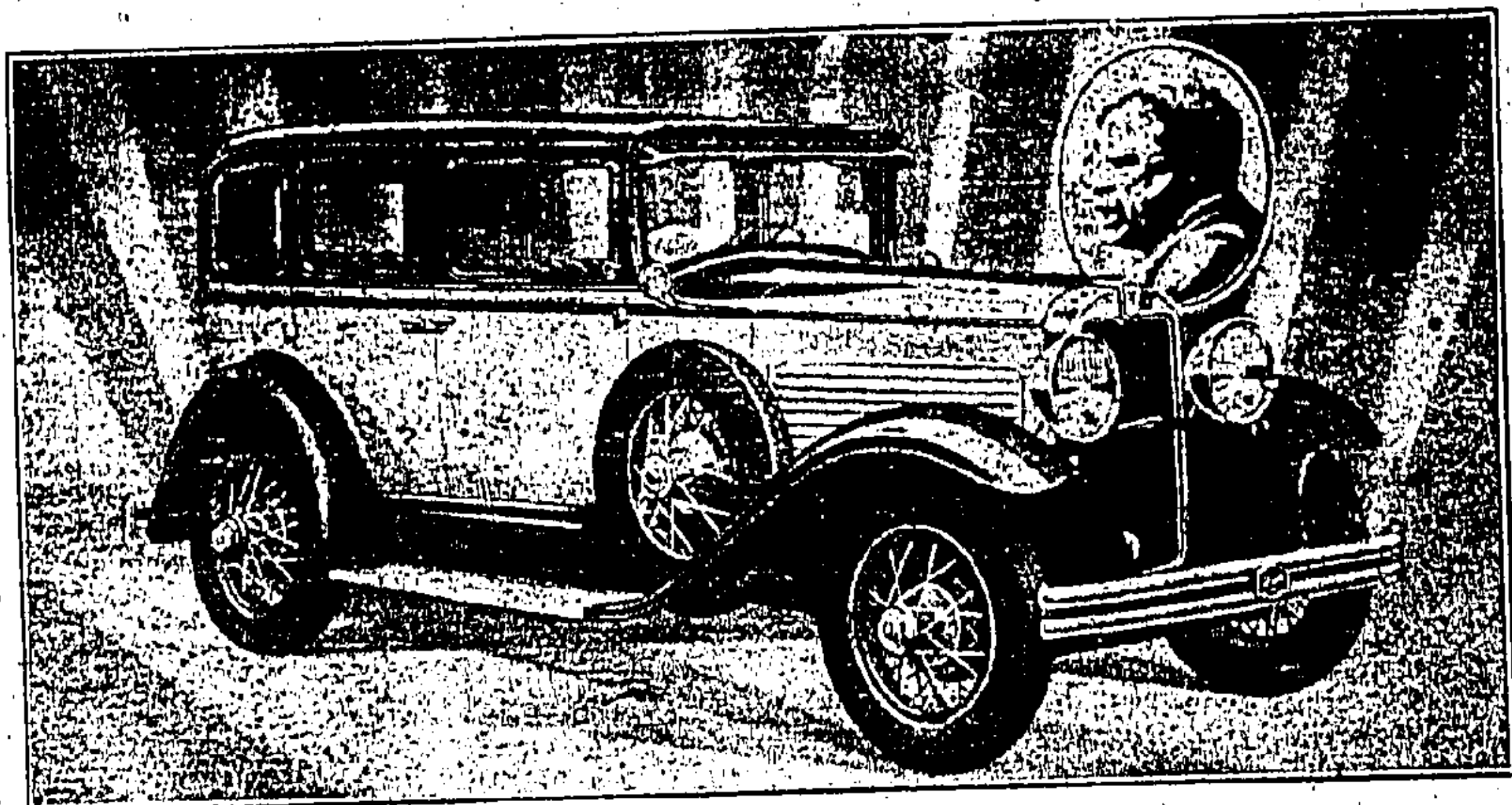
Our Company, as you know, is running car services between Haifa, Beirut, and Baghdad. We have a fleet of 100 cars, and we are now looking for more cars to increase our fleet. We are interested in cars that are reliable, economical, and comfortable. We are also interested in cars that are easy to maintain and repair. We are looking for cars that are suitable for long-distance travel. We are looking for cars that are suitable for carrying passengers and cargo. We are looking for cars that are suitable for all weather conditions. We are looking for cars that are suitable for all types of roads. We are looking for cars that are suitable for all types of climates. We are looking for cars that are suitable for all types of terrain. We are looking for cars that are suitable for all types of traffic. We are looking for cars that are suitable for all types of use. We are looking for cars that are suitable for all types of service. 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We are looking for cars that are suitable for all types of advancement. We are looking for cars that are suitable for all types of development. We are looking for cars that are suitable for all types of growth. We are looking for cars that are suitable for all types of expansion. We are looking for cars that are suitable for all

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DEAL DIRECT.

MOTOR BUSES IN PLACE OF TRAINS.

Drastic Changes Anticipated in the
Highlands.

The near future will see drastic changes in traffic conditions in the Highlands as the result of a decision reached by the L.M.S. Railway Company to substitute motor buses for trains in certain areas. Already one or two lines have been examined by inspectors, and within a short period all the branches which are not proving paying concerns will be "looked into with a view to such a change."

The move will, of course, result in further additions to the list of unemployed railwaymen, but the railway authorities have been literally forced to take action to safeguard themselves. The increase in the number of bus services in the Highland districts has been so rapid that the company is unable to compete with them in the way of reduced fares. The loss of passenger traffic has compelled the authorities to such a decision.

Lines Concerned.

The branch lines in the Highlands concerned in the change-over are:

1. From Muir of Ord to Fortrose.
2. From Dingwall to Strathpeffer.
3. From Gollanfield to Fort-George.
4. From the Mound to Dornoch.
5. From Lybster to Wick.
6. From Georgemas to Thurso.

Already inspectors have examined the Black Isle railway and the branch to Strathpeffer and have come to the conclusion that buses must be substituted for passenger traffic and the line left only for freight. It is expected that the others will come under the same category, with the possible exception of the branch from Gollanfield to Fort-George and the Georgemas to Thurso. It will, however, occasion no surprise should these two lines be treated in the same manner.

The Black Isle railway was opened little more than 30 years ago by the old Highland Railway Company. It ousted the transport by sea from the Thornburgh, Inverness, to Fortrose, which the old Rosehaugh, under Captain Grove, carried on successfully for a long period of years. Very few people thought then that, within such a short space of time, the railway would be superseded by motor bus services, but the inroads on the passenger traffic by the Inverness and district fleet of cars has accomplished it. And now the L. M. and S. are to fight back with the same weapons.

The deputation of officials from the railway authorities who are carrying out investigations made a thorough examination ere reaching the decision they did, both in the case of the Black Isle railway and the Strathpeffer branch. They went carefully over the revenue and expenditure of the system and decided that they were too costly to be carried on under existing conditions. Thus it is that buses are to be substituted.

The Muir of Ord to Fortrose railway employees will be hard hit by the change over to the "road traffic." The line will become a mere shadow of its former self, and the five stations intervening will become little more than goods sidings. About 20 men will probably be thrown out of their present employment and either transferred to other stations or dismissed. A number of them will, naturally, be retained on the

permanent way for road maintenance. Such will be the case also at Strathpeffer, only fewer men will be thrown idle, as the line measures but five miles as compared with 13 in the Black Isle. Incidentally, Muir of Ord Station will be shorn of a great deal of its glory, while Dingwall will also suffer to some extent.

The branch from The Mound to Dornoch must necessarily be treated the same as the Black Isle line, and here, too, the bus services have so affected the passenger traffic that the line will, more than likely, be closed down except for freight, and motor buses substituted. The officials have not gone over the ground yet, but already it is surmised that the change will be made.

There are three intervening stations between The Mound and Dornoch, consequently railwaymen will be hard hit by the change here also, and the same may, by said about the employees on the Lybster to Wick branch, where there are four stations between the termini. The latter line, of course, was never a great paying proposition even before the introduction of motor buses, hence the change will not occasion any great surprise, although it will prove a bit of a blow to the employees.

Fort-George.

There seems to be some dubiety as to whether the Fort-George-Gollanfield and the Georgemas-Thurso branch will share the same fate as the others. As far as the first mentioned is concerned, the railway authorities are under some obligation to the military authorities with regard to the transportation of troops at a moment's notice, and this may affect the proposed change. Indeed, it may mean that the line will remain as it is with the same service.

With regard to the Georgemas-Thurso line nothing definite has yet been proposed, and until the officials took it over little can be said. Thurso is the port for the Orkneys, hence the traffic is slightly heavier than the other stations concerned, and it may happen that nothing may be done. There is a distinct possibility, however, that a Wick-Thurso bus service may be instituted, and if that becomes a fact, the line may be treated like the others. Thurso will be adversely affected if the change does take place, and quite a number of railwaymen will be thrown idle, as the station is a fairly large one.

That the railway authorities will have to do something to defend themselves in Caithness is only too well known. The bus services there are of the very best and their rates are considerably cheaper than those offered by the railway company. The return fare from Thurso to Wick by bus is 1s. 6d., whereas by train it is 2s. 6d. It will therefore be seen why the buses are so popular.

The changes all over will mean a great deal to the Highlands, and whether the public are to benefit by them or not remains to be seen, although it is expected indeed it is only but reasonable to think—that the fight for passenger traffic will mean still cheaper rates. The service offered to the public will decide whether or not the new systems are to prove a success or not.

FOREIGN TRADE.

Importance of Commercial Cars.

BRITAIN'S BID.

A definite step in British competition with foreign manufacturers for the motor car trade in the Dominions is now being made by Bean Cars, Ltd. This company has just designed a new Empire model truck chassis of 40 and 50 cwt. capacity, the heavier vehicle suitable for this country, and the lighter adapted to the peculiar road conditions of Australia and other Dominions. This new type of commercial car is capable of running with a load of 52 cwt. 238 miles per day of 10 hours. So far, the new truck has had 150,000 miles of testing, and the company's factories are already turning them out in large numbers for both the home and Dominion markets. The springs and other metal equipment in the new chassis are made of Sheffield steel.

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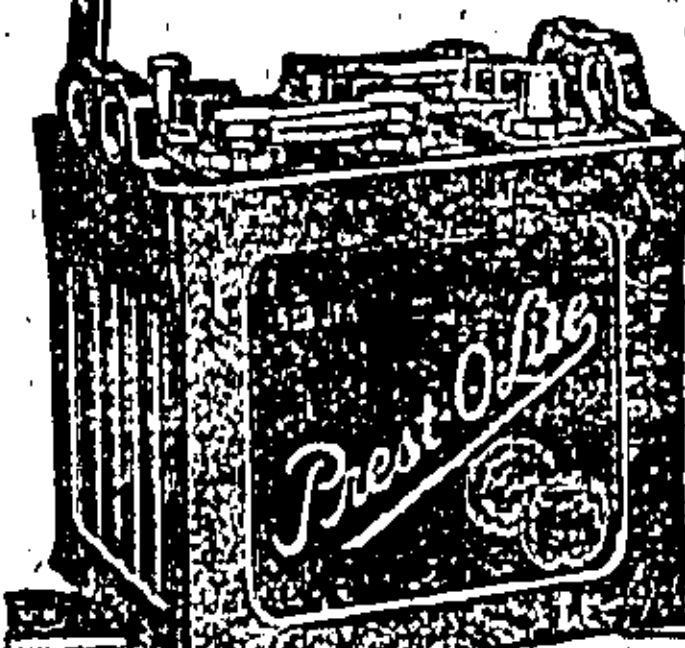
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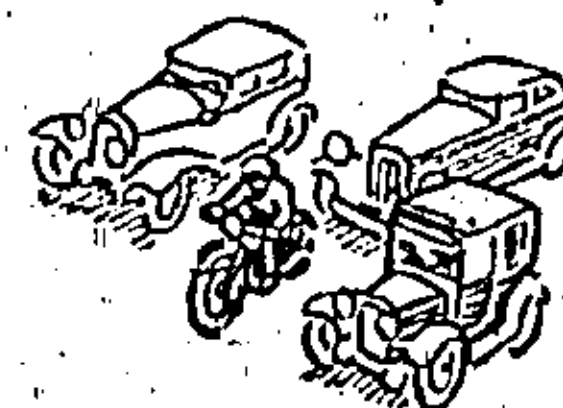
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FOREIGN TRADE.

Importance of Commercial Cars.

BRITAIN'S BID.

A definite step in British competition with foreign manufacturers for the motor car trade in the Dominions is now being made by Bean Cars, Ltd. This company has just designed a new Empire model truck chassis of 40 and 50 cwt. capacity, the heavier vehicle suitable for this country, and the lighter adapted to the peculiar road conditions of Australia and other Dominions. This new type of commercial car is capable of running with a load of 52 cwt. 238 miles per day of 10 hours. So far, the new truck has had 150,000 miles of testing, and the company's factories are already turning them out in large numbers for both the home and Dominion markets. The springs and other metal equipment in the new chassis are made of Sheffield steel.

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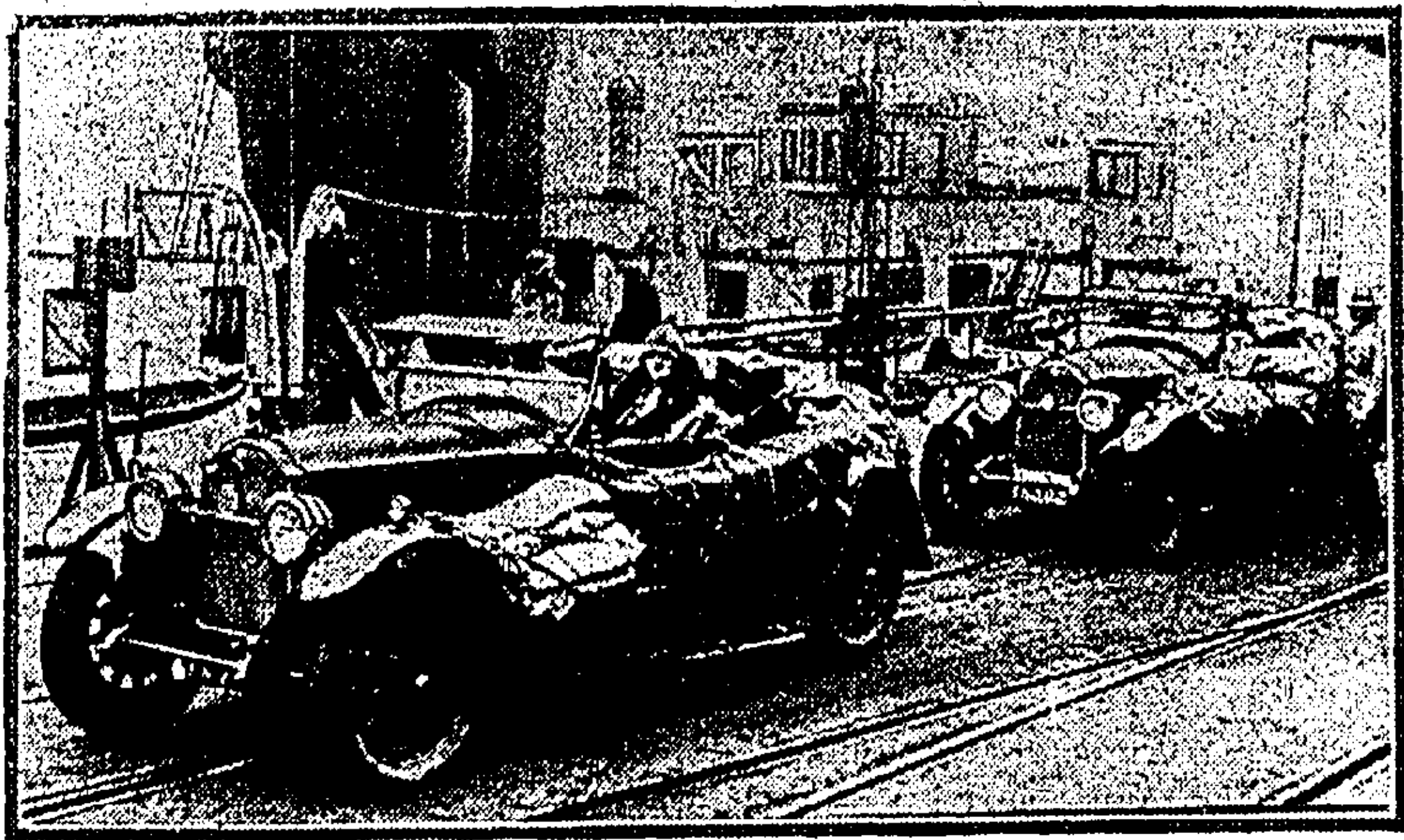
"WHERE YOUR AUSTIN GETS A SQUARE DEAL"

IDEAL MOTOR CAR CO.

PRAYA RECLAMATION

EVERY JOB PERSONALLY SUPERVISED BY MR. GOETZ.

FROM PEKING TO LONDON BY CAR.



Major D. M. McCallum of the British Army and his party land at Dover, England, after having completed 15,000 miles in Buick cars.

The story of Major D. M. McCallum's motor trip from Peking to London is interesting but a few incidents are outstanding from the motorist's viewpoint. Major McCallum is an officer in the British Army and a well-known traveller. On this occasion, he and his small party made the 15,000 mile journey in two stock model Buicks. The descriptions alone of the obstacles that had to be overcome are sufficient evidence of the durability and stamina of the cars.

An excerpt from Major McCallum's complete account of the trip follows:

"We shall never forget the high snow-covered mountain passes of Northeast Persia, where dead camels blocked our path at the narrowest and most precipitous spots, nor yet the wild night in the caravan-serai far up in the mountains overlooking Meshed, with the continuous sound of camel bells throughout the night, as the caravans padded softly over the snow in the brilliant moonlight.

"An incident in the Taurus mountains stands out in clear relief where a landslide had almost swept away the track along the edge of a dangerous precipice. We were obliged to crawl breathlessly along, the near-side wheels forced up on the slope of the mountain, tilting the cars over at an unbelievable angle.

"Although the cars of the expedition came through the 15,000 mile ordeal without giving any cause for anxiety and gave us no trouble at all beyond ordinary care, that does not mean that the journey was free of incident. Leaving China, we crossed into Indo-China to follow the famous old Mandarin Road. This road, centuries ago, was the highway between South China and Siam and in modern times has been restored to a great deal of its old importance by the French. The road is officially known as 'Route Coloniale No. 1' and is an excellent first-class motor road from one end of Indo-China to the other.

"One of the most interesting places we stayed in during our journey was the old city of Meshed, tucked away in the northwest corner of Persia and cut off from the rest of the world by the enormous mountain ranges which shut in on all sides the valley in which it lies. Struggling over snow-covered passes, it seemed as though we should never reach the city. Then, just as we crossed the last crest lying to the south, we beheld, almost at our feet, a blue haze of smoke against the green floor of the valley and could make out in the distance, thousands of feet below us, the wonderful blue-tiled minarets of one of the holiest shrines of the Mohammedan world.

"Meshed is to the Shia sect of the Moslem religion what Mecca is to the Sunnis. This sacred shrine is jealously guarded by its adherents. All approaches are protected by heavy chains slung across the roadways and zealous followers of Islam are posted behind the chains to see that no infidel attempts to force his way in.

"Not much has been said about the purely motor difficulties encountered. In the course of a long journey of this nature it can be readily understood that the tracks are not always of such excellent quality as the roads of India or Western Europe. We have often been asked about the progress we made each day. The distance varied, of course, for all sorts of reasons. On several occasions more than 300 miles were covered in a day. At other times, only a few miles were completed and that at the cost of a great deal of energy. The lowest total completed in any one day was 11 miles, when we travelled from 7 o'clock in the morning until 1 o'clock the next morning and only with the help of a team of mules were we pulled out of the worst of the mud. The road, on this occasion, had been thoroughly soaked by continuous rainfall which had reduced the roughest and steepest of tracks to a heavy gluey mixture in which the wheels of the cars stuck fast."

FAST DELIVERY.

Specialised System.

GRAHAM-PAIGE.

Detroit being the hub of the automobile universe from which most cars in use in the world to-day are shipped, it has become a matter of increasing interest to visitors to Detroit to see what various manufacturers are doing in the matter of prompt despatch of spare parts. This is a natural interest for it is a matter of importance to the man who is buying a car to know the promptness of the service he is going to receive on that car. When a car-owner needs a spare part for his car, nine times out of ten, no matter where he may happen to be, he wants that part in a great hurry.

An interesting sidelight on how one large automobile manufacturer jealously guards a reputation it has built up for speed in filling spare parts orders, especially when shipment is via Pacific and Atlantic steamers, is revealed in the case of the Graham-Paige Motors Corporation. This company has inaugurated a new spare parts division which is housed in a four-story plant of 262,000 sq. ft. floor area, and which contains an inventory over a million dollars worth of spare parts.

An order is received at the new parts and service plant of Graham-Paige, is despatched by pneumatic tube to the proper department for filling—travels along by an endless conveyor system—is packed and shipped by one of three services—an hourly mail service, a two hour express service, or a daily freight service. So rapid is the entire operation of despatching the goods, once an order has come to hand, that this new addition to the Graham-Paige development scheme is regarded as a model of speed and efficiency by the entire industry. Speed in delivery of parts to more than 75 foreign countries is essentially a Graham-Paige feature that is a matter of importance and convenience to Graham-Paige owners the world over.

6-CYLINDERS LEAD.

The Change from the Four.

HOW CALCULATED.

For the first time in the history of the automobile industry, six cylinder cars promise to lead the field in production this year, according to a survey by the Chevrolet Motor Company just completed. Up until this year four cylinder cars ranked first in annual production volume.

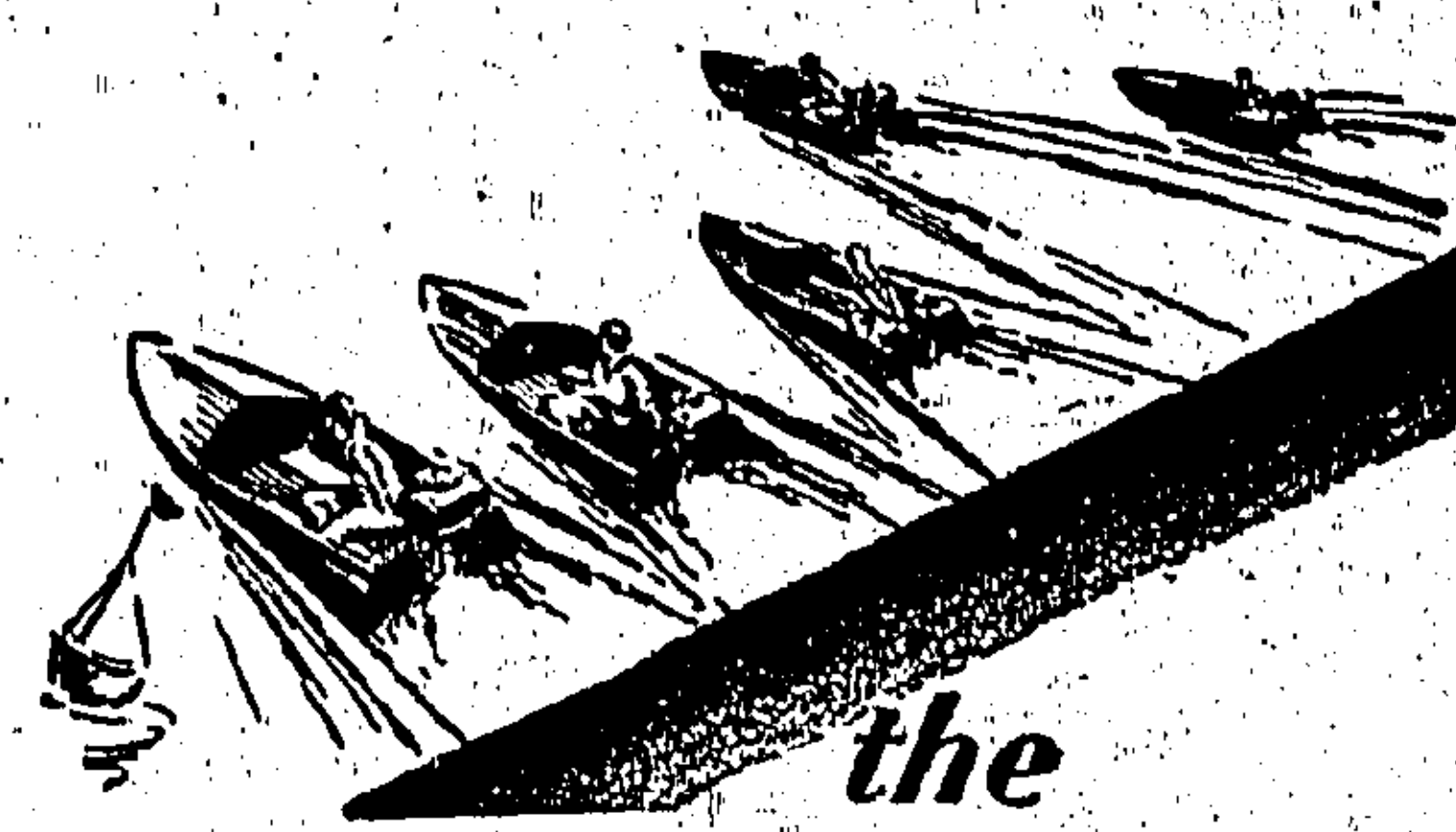
Comparative production figures for the first six months of this year are offered in support of the forecast. During this period there were produced approximately 1,900,000 sixes as compared with approximately 1,255,000 fours, an indication of what the total for the year is apt to be.

How the change comes about is illustrated in the survey. Chevrolet's manufacturing goal for the year is 1,350,000 cars. Chevrolet's change-over from a four to a six cylinder car, four cylinder manufacturers built approximately 2,058,000 cars, with one large manufacturer of four cylinder cars on limited production due to model change while six cylinder manufacturers were making 1,617,000 cars.

As it now stands the year 1929 should show approximately 3,000,000 six cylinder units as compared to only 2,250,000 four cylinder units.

Consequently this significant development, which will make the current year an epochal one in the annals of the automobile business, comes about chiefly as a result of the entrance of Chevrolet into the six cylinder field.

JOHNSON

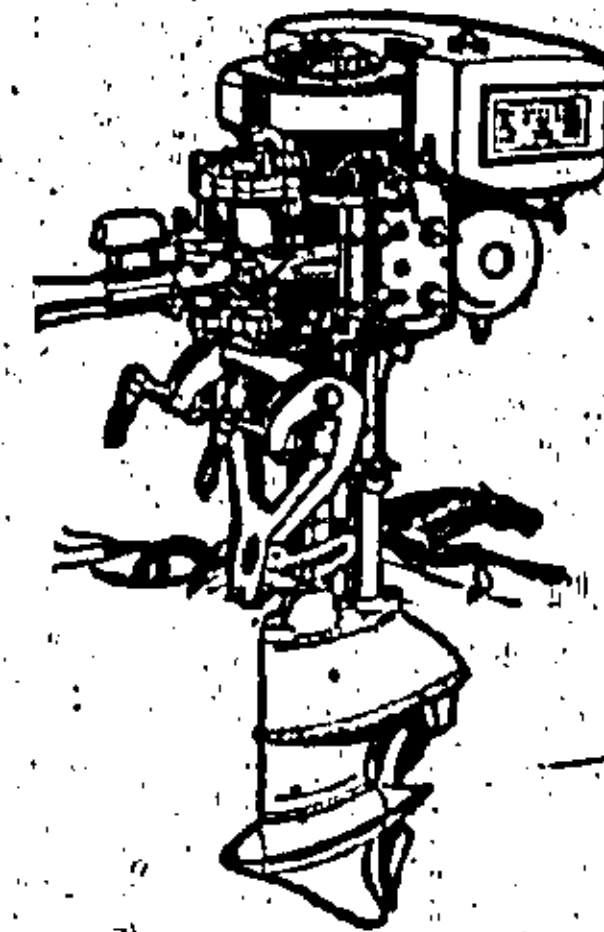


the consistent

WINNER

RACE after race—in speed trials and test runs—the new Johnson Sea Horse is a consistent winner. New records are being made all over the country by the Sea Horses.

These consistent victories prove that Johnson speed-power and dependability are inherent. Together with the new Release Charger—providing certainty and ease of automobile starting—the New Underwater Exhaust—bringing quiet operation—and many other Johnson improvements. Let us take you for a ride with a Sea Horse.



For full particulars apply to—
ALEX. ROSS & Co., (China) Ltd.

Johnson
Outboard Motors

That car and truck production of American manufacturers will reach a mark of 5,200,000 units is the prediction of Alfred Reeves, general manager of the National Automobile Chamber of Commerce.

Production of cars and trucks by member companies of the National Automobile Chamber of Commerce for the first seven months of 1929, totalled 2,656,106 units, or seven per cent. above last year.

Automotive exports for the first six months of 1929 were valued at \$354,874,924, or 35 per cent. higher than during the first half of 1928, according to the U. S. Department of Commerce.

Only Two Pontiacs Left!

THE LAST OF
THE MOHICANS

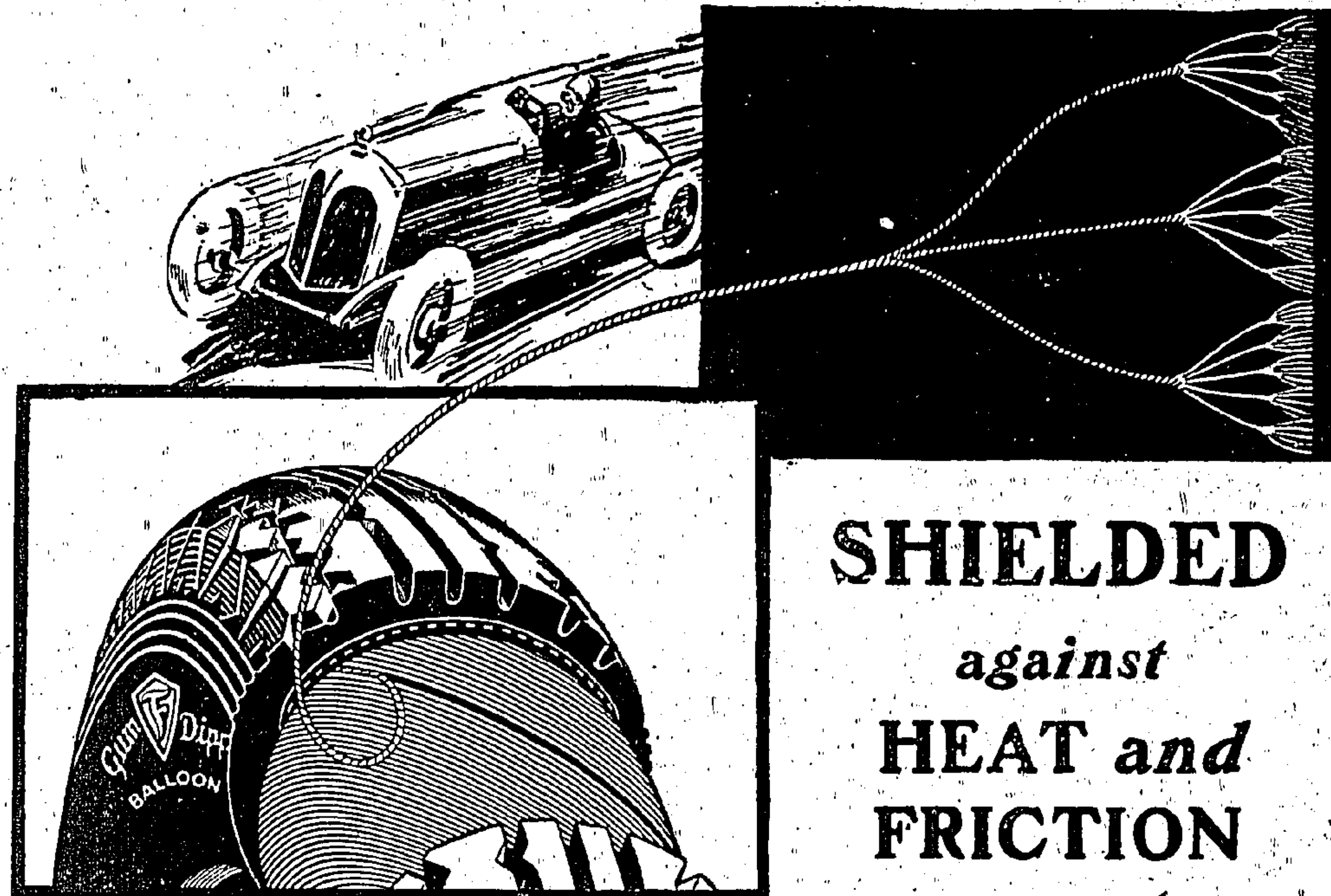
SIX SOLD LAST MONTH

THE LAST TWO

AT REALLY ROCKBOTTOM PRICES

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against
HEAT and
FRICTION

JUST as the cobbler waxes his thread to make his stitches hold as long as the shoe-leather lasts, so Firestone saturates with pure liquid rubber every fiber and strand of every cord that goes into the tire, to make the cord structure resist internal heat, friction and strain as long as the tire shoe lasts.

This is the extra Firestone pat-

ented process that gives Firestone Gum Dipped Tires the extra strength and stamina which have won the world-championship honors for mileage, endurance and sustained record-breaking speed with safety.

Equip your car with Firestone Tires and get most in mileage, safety, comfort and satisfaction for the longest time.



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We do not interest ourselves in so called "cheap" jobs. All systems being designed to reduce maintenance charges to an absolute minimum.

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WOMAN'S GREAT DRIVE AT BROOKLANDS.

MRS. CHETWYND'S 82 M.P.H.
FOR TWELVE HOURS.

Driving a Lea-Francis car at
Brooklands, the Hon. Mrs. Joan

Chetwynd covered 996 miles in 12 heavy rain fell, and Mrs. Chetwynd hours at an average speed of 82.97 m.p.h. was faced with the fading light and the wet surface. This run beat the record held by Mrs. Urquhart Dykes, who had made an average speed of 81.3 m.p.h. for the 12 hours. The conditions for the first 10 hours were favourable, but later

Mrs. Chetwynd averaged 86 1/2 m.p.h. for the first 3 hours, 83 m.p.h. for 6, 83.8 for 9, and 82.97 for 12. During the day she was forced to the pit for 18 minutes owing to a defective silencer.

THE QUEEN MAKES AN ART DISCOVERY.

WRONG DESCRIPTION TO A GAINSBOROUGH.

How the great knowledge of art possessed by the Queen enabled her to detect a mistake unnoticed by the famous experts of the day is told in the October number of the "Connoisseur."

Art dealers have frequently been surprised by the accuracy of her Majesty's judgment, but those who know her intimately realise that if she had not been a Queen she might have been known as one of the foremost authorities on art of her age.

Until quite recently a Gainsborough picture in the Lady Lever Art Gallery at Port Sunlight has always been described as a portrait of Princess Augusta Sophia, second daughter of George III. It was sold as such in the Harland Peck collection, 1920, and entered as such in a recently issued illustrated catalogue of the Lady Lever Gallery.

The Gainsborough picture was not a portrait of Princess Sophia, but of Anne Luttrell, Duchess of Cumberland, sister-in-law of George III.

Although hundreds of men and women have seen the Gainsborough picture, including some of the greatest art authorities in the country, it remained for the Queen to detect the error.

Apparently, the Queen saw a copy of the catalogue, for she communicated the fact that the description was an error, and informed the authorities that the portrait was one of Anne Luttrell.

The Queen has a wide knowledge of 18th century portraiture, and perhaps she alone of all the art lovers in this country had the knowledge which enabled her to say at once that a mistake had been made.

Celebrated Beauty.

The "Connoisseur" says:—
Anne Luttrell was one of the most celebrated beauties of her time. Eldest daughter of Simon Luttrell, first Baron Innham, afterwards Earl of Carhampton, she was the widow of Christopher Horton, of Catton, when she captivated the affections of the Duke.

As the Duchess she does not appear to have been a complacent sister, for Wright, of Derby, complains bitterly of the lady's vagaries, when he painted her at Bath, and records that neither of her portraits by Reynolds

DREAM REVEALS A MURDER.

SKELETON UNDER HEAP OF STONES.

Berlin, Sept. 24.

Light has been thrown in curious circumstances on a murder mystery which for ten years has completely baffled the criminal police.

One Sunday, in October, 1919, a farmer, named Friedrich Deickert, of Gunow, near Frankfurt, on the Oder, went for a walk and was never seen again. His wife and three sons were arrested on suspicion of being privy to his disappearance, but were subsequently released, as no evidence was forthcoming on which to prefer a charge. For some time past, however, a cartwright, named Hellmut, has spent his spare time making private investigations. He went about probing various likely spots with a long crowbar, but without avail, until one night he dreamed that the body of Deickert was lying under a heap of stones on Deickert's estate.

Examining the heap in question, Hellmut came upon a skeleton. With the aid of the police, a watch was discovered among the remains, which a local watchmaker was able to identify as that of Deickert.

The wife and three sons were again arrested, and one of the sons is alleged to have confessed that he strangled his father in consequence of a family quarrel.

pleased her. Gainsborough, however appears to have entirely satisfied the Duchess, for both she and the Duke repeatedly sat to him.

The lady was in advance of her time and found herself in agreement with King George III. in preferring Gainsborough to Reynolds as the greatest portrait painter of that day, an opinion that posterity has endorsed, though formerly it was ridiculed.

Sense of Criticism.
Mr. C. Reginald Grundy, the Editor of the "Connoisseur," told a Press representative that the Queen's sense of art criticism, as applied to portraiture of this period, had been shown some years ago.

On that occasion Mr. Grundy was conducting the Queen round a large private collection. On coming to an example of the period a stop was made. The Queen announced that the description of the portrait was probably inaccurate, and that the picture represented another person.

WHITE and COLOURED FELT HATS

JUST RECEIVED

AN ATTRACTIVE SELECTION
COMPRISING THE LATEST
STYLES AT—

MODERATE PRICES

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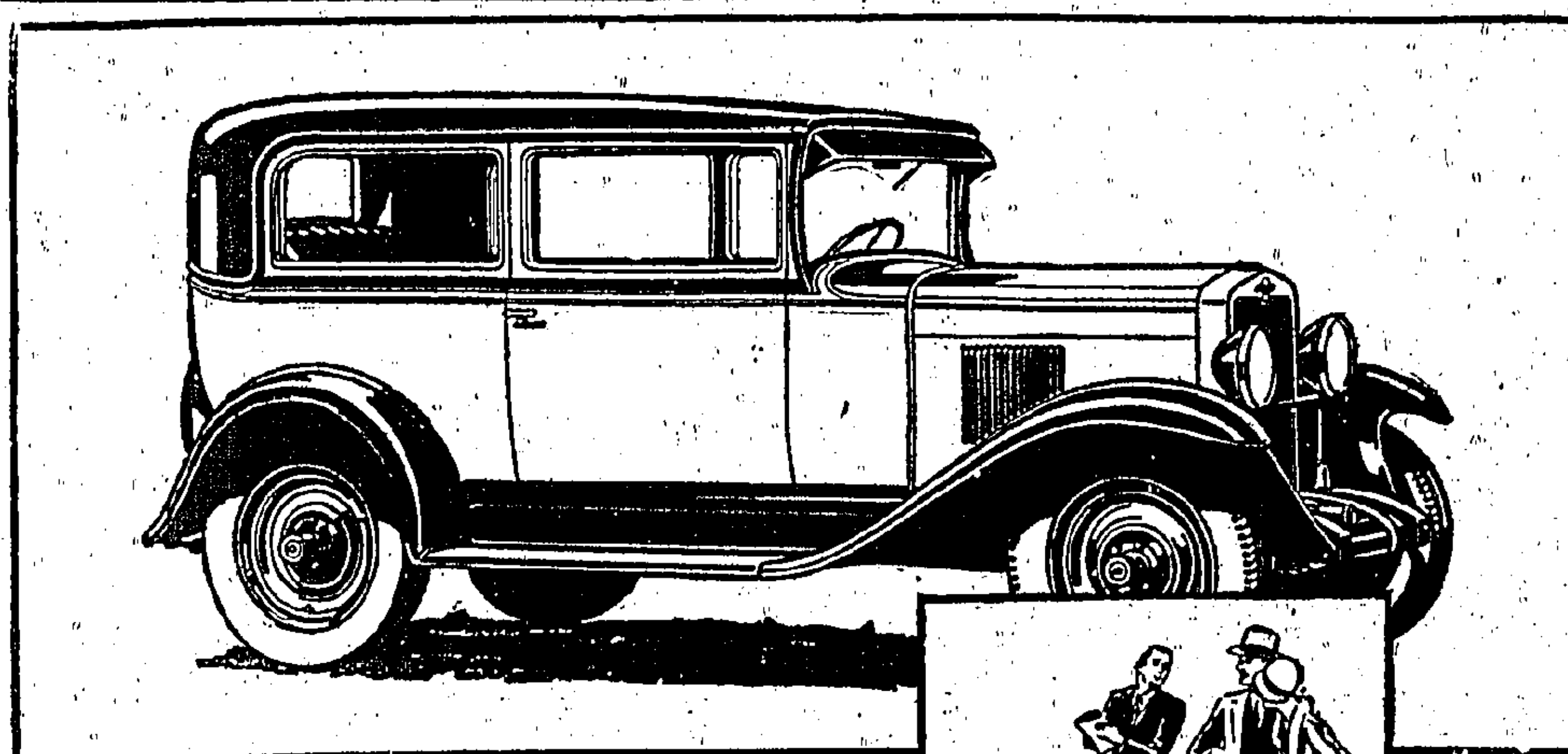
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ORIGINAL

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EVERYWHERE.



*It's a favorite
with women*

So Beautiful—So Easy to Operate—So Economical

WHEN YOU SEE this New Chevrolet, Madam, you will understand why it has met with instant favor with women drivers in all parts of the world. Fisher body craftsmen have provided not only good looks—but luxurious comfort—and refinements that have heretofore been obtainable only in higher priced cars.

WHEN YOU SIT at the big, handsome wheel and feel how easy it is to guide the car at your slightest command—how smoothly the clutch works—how easily and surely the four-wheel brakes respond to a slight pressure of your foot—how convenient the gear shift lever is—how smoothly the gears mesh you'll be provided with further evidences for the unprecedented popularity of the New Chevrolet among women like yourself.

AND WHEN YOU DRIVE it—and note the tremendous power, flashing acceleration and speed at your instant call, you'll want to own it.

And when this car provides as well such a revelation in economy of purchase and upkeep—is it any wonder that it is such a favorite?

May we take you for a ride to-day?

**THE OUTSTANDING CHEVROLET
OF CHEVROLET HISTORY.**

"Ready for Delivery."

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ROADSTER

G\$790.00
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The new Chevrolet Coach, upholstered in blue Corduroy.

DREARY OFFICIAL
FILM.

GOVERNMENT'S HEAVY HAND.

The question as to the ways in which official co-operation can be of value to a film is acutely suggested in the first all-British travel-talkie, of which the film itself without the talk was privately shown recently in London. It is called "Through the Dragon's Mouth," and is a study of life in the West Indies, produced under the auspices of the Colonial Office, with the co-operation of the Governors of the Colonies.

The tour had been arranged, filmed, directed, produced, photographed, edited, and titled by Mr. H. E. Hayward, and the project was said to have been encouraged by Mr. Amery at the time he was Colonial Secretary.

No more hopeful theme could, of course, be imagined from the point of view of history, romance, the beauty of landscape, and human interest than these wonderlands of the Western sea—Trinidad, Tobago (Robinson Crusoe's island), Grenada, St. Vincent, Barbados, and St. Lucia. Mr. Hayward takes us through the narrow channel now named "The Boes," but called "The Dragon's Mouth" by Columbus when he first sailed into the Gulf of Paria.

Here and there, Mr. Hayward does show in his pictorial voyages, especially at some of those "health resorts" on the Trinidad coast which are only waiting development, glimpses of island-paradises as lovely as anything that Kingsley proclaimed.

The Governors' Assistants. It has to be confessed, however, that at times the hand of the Government is almost as stiflingly heavy as that of Epstein's "Night" upon her dreaming offspring.

About a third of the scenes were, Mr. Hayward told us, actually staged by the Governors concerned. The result was that instead of the picture being consistently the lively, jolly, romantic entertainment it might have been, we had all too many dreary official "shots"—town-halls, residences of Governors (with or without "himself"), engine-rooms, religiously complete towns of the Imperial College of Tropical Agriculture and of Government stock-farms, the packing of grapefruit and oranges, machinery for oil-wells, the piling-up of tar-barrels from Trinidad's famous asphalt-lake, sugar factories, cocoa-export, displays of local troops and police forces, show-tables at exhibitions and specimens in glass cases in museums.

Mr. Hayward assured us that the talk, which will ultimately go with the film, is exceedingly bright and racy; but as it stands, the official part of the film is desperately lacking in liveliness and humour.

The recent experience of other films in which Government officials have openly "co-operated," as, for instance, "The British Navy Ashore and Afloat," which admittedly could not find a single layer in the home market—a guess that the low officials have to do with the actual making of a film the better.

"BURIED ALIVE" TRICK
ENDS IN TRAGEDY.FAKIR'S DESPERATE
STRUGGLE WHILE UNDER
GROUND.

Buenos Aires, Oct. 3. On being dug up after doing the "buried alive" trick in a circus at Cordoba, "Blackman," a well-known "Indian" fakir, was found to be dead. The broken window of the coffin and bleeding hands and face were evidence of his struggle for life.

In the performance, the fakir allows himself to be placed in a hermetically sealed coffin with a small glass window, and buried about six feet under ground, remaining in this state to the end of the performance, roughly about three hours. The secret of the whole thing is that the coffin contains just sufficient air for the person inside to breathe for three hours. It is assumed that the "fakir" lost his presence of mind, and as soon as he felt the earth falling on to the coffin broke the glass in a frantic effort to get released, thereby releasing the small supply of air that was to keep him alive. The circus proprietor was arrested.

BERLIN SENSATION.

ARREST OF A WELL-KNOWN
DRAMATIST.

Berlin, Nov. 8. There has been a sensational arrest of the dramatist, Peter Martin Lampel, author of "Poison Gas Over Berlin" and "Revolt in the Horstal Institute," who is suspected of implication in a murder by the "Black Reichswehr," which was active some years ago, and of which he was then a member.—Reuter.

NEW STAMP DUTY.
LEGISLATION.

(Continued from Page 1.)

on such share by any previous registered owner of such share.

(5) Every person who contravenes any of the provisions of this section shall upon summary conviction be liable to a fine not exceeding one thousand dollars or not exceeding the total amount of the dividend in question, whichever limit be the greater.

Other Amendments.

Other proposed amendments are explained as follows:

Exemption (b) to Heading No. 15 in the Schedule to the principal Ordinance exempts "trust receipts given to a banker." The intention evidently was to exempt such documents from stamp duty altogether, but it has been suggested that it might be arguable that a trust receipt given to a banker, while not liable to duty as a declaration of trust, is liable to duty as a mortgage, under the provisions of section 8 (3) which lays down that an instrument which is chargeable under more than one heading in the Schedule shall be charged under the highest duty. Section 3 of this Ordinance accordingly adds to the definition of the term "mortgage" words which exclude from the meaning of that term "trust receipts given to a banker."

Heading No. 24 in the Schedule to the principal Ordinance, which deals with the stamp duty on leases, does not provide for the case where the term of the lease is indefinite. Section 10 of this Ordinance supplies this omission.

Heading No. 24 in the Schedule to the principal Ordinance is open to another objection also, in that it makes the stamp duty on the surrender of a lease the same as the duty on the lease. This seems to be inequitable and might work considerable hardship in some cases. Apparently in England the stamp duty would be only the ordinary deed stamp of 10s.

Section 11 of this Ordinance makes the stamp duty on surrender of a lease the same duty as would be payable on a lease for the residue of the term surrendered, any consideration for surrender being regarded as premium.

RUTH VAN VALEY
COMPANY.ANOTHER ENJOYABLE SHOW
LAST NIGHT.

Again at the Star Theatre last night, a large audience enjoyed an excellent programme provided by the Ruth Van Valley Company.

Rex Storey, the most versatile comedian we can ever remember seeing in Hongkong, was in great form, his juggling and knock-about work being exceptionally clever, while the droll humour of his jokes and mannerisms kept the audience in a constant state of laughter. In much of his work, Rose Lee, who has become a great favourite, contributed in no small measure to the fun provided.

The dancing of Ruth Van Valley, was, of course, of a high standard, and met with a warm reception. Manikins introduced several new items which were thoroughly enjoyed, while the other items of the programme completed a really excellent show.

The extension of the season will be welcomed, and it is expected that there will be crowded houses to-night and to-morrow night. A special matinee for children takes place to-morrow at 5.15 p.m.

EXCHANGE RATES.

	London, Nov. 8.
Paris	123.80
Geneva	25.17
Berlin	20.39
Oso	18.20 1/2
Helsingfors	19.14
Rio	5 13/16
Shanghai	2/2 1/2
New York	4.87 27/32
Amsterdam	12.06 3/4
Stockholm	18.15 1/2
Vienna	34.69
Athens	37.5
Buenos Aires	46 1/16
Hong Kong	1/8 1/2
Brussels	34.86 1/2
Milan	93.14
Copenhagen	18.20 1/2
Prague	16.45
Bucharest	8.10
Bombay	1/5 27/32
Yokohama	2/0 1/32
Silver (spot)	22 1/2
Silver (forward)	22 1/2

—British Wiretrans.

In connexion with the Armistice Day ceremony at the Cenotaph on Monday, His Excellency the Officer Commanding the British Troops, China (Major General J. W. Sandilands) will present the Long Service Medal to Sergeant Robson, of the Armoured Car Company of the Hongkong Volunteer Defence Corps immediately before the arrival of His Excellency the Governor, for the ceremony proper. Gnr. Nadir Khan of the Hongkong S. R. A. will also receive a medal.

BIGGER WICKET.

WARNER'S HOPE FOR
AUSTRALIAN TESTS?

London, Oct. 8. P. F. Warner, who was the guest of the Authors' Club, devoted his speech to a comparison of English Australian cricket. He expressed the opinion that the success of England in the coming Tests depended upon young bowlers, Maurice Tate always excepted.

Success, he said, would depend upon such youngsters as Clarke, Voce, Goddard, Robbins, Allan, and Peckham.

It was significant that Warner did not mention Larwood.

"The batting side," said Warner, "must be built around the big four, Hobbs, Hammond, Woolley, and Sutcliffe." Incidentally, Warner justified the Marylebone Club's decision of the Test tours on financial grounds. It had run the Australian tour so satisfactorily, he said, that the Dominion now demanded that its control should continue.

Come to Stay?

Referring to the changes in the cricket laws, he thought the bigger wicket had come to stay.

He hoped Australia would adopt, in the Tests, the bigger wicket. It was noteworthy that 100 fewer centuries were made in English cricket last season, doubtless partly due to the fiery wickets, arising from the drought, and partly to the l.b.w. rule, but certainly partly traceable to the effect of the bigger wicket upon batsmen, who were less than first-class.

Warner did not think the l.b.w. change would become law or be tried next year. He paid a tribute to Victor Trumper, as one of the greatest cricketers who had ever handled a bat.

WHO IS ORIGINAL?

(Continued from Page 6.)

one's own. Milton suggests that to borrow "without beautifying" is literary theft. But a writer, Louis XIV's perceptor (according to Ibanes) said, "One may rob as the bees do it, without harming anybody, merely sucking honey from the flowers; but robbery in the manner of an ant, which carries away the whole grain, should never be imitated." Says Ibanes, "This subtle distinction greatly pleased Anatole France, who added, 'A situation does not belong to the first who hits upon it, but to him who knows how to stamp it powerfully upon the memories of men.'"

For myself I should say that originality does not lie in the phraseology, but in the writer's insight. I like to go back to the great Teacher. When he came the subjects of human thought were old. His originality lies where all originality must lie, in the depth, the adequacy, the finality of the meaning which he put into the old words. He took the old words about great universalities and the sweet simplicities of human existence and filled them with a new content. And, through the depth of his insight, his words to-day come trailing clouds of glory.

I look over what I have written, dear reader, and I see in what large preserves I have been roaming! I cannot close with words of my own, but must use the well-worn words of Montesquieu—"I have plucked a garland of flowers, and the only thing I call my own is the string that ties them."—J. M. in the Christian Science Monitor.

SHARE PRICES

TO DAY'S QUOTATIONS.

The following is the list of local share quotations issued to-day:

Banks.

Hongkong Bank, \$1355 b.
Chartered Bank, \$19 b.
Mercantile & B., \$230 1/2 n.
East Asia \$95 b.

Insurances.

Canton Ins., \$695 b.
Union Ins., \$367 s.
North China, Ins., Tls. 160 b.
Yangtze Ins., \$50 n.
China Underwriters, \$2 n.
China Fires, \$310 n.
H. K. Fire Ins., \$815 b.

Shipping.

Douglases, \$26 1/2 b.
H. K. Steamers, \$26 1/2 b.
H. K. Tugs, \$2 s.
Indo-Chinas, (Def.) \$70 n.
Union Waterboats, \$22 n.

Mining.

Bonguets, \$4.80 b.
Kailans, 57.6 b.
Langkats, Tls. 16 1/2 n.
Shai Explorations, Tls. 1.75 b.
Raubs, \$9.50 n.
Tronchs, 21/- b.

Docks, etc.

Kowloon Wharves, \$147 1/2 b.
Whampoa Docks, \$39 1/2 s.
China Provident, \$5.45 s.
Hongkew, Tls. 190 n.
New Engineering, Tls. 7.50 n.
Shanghai Docks, Tls. 107 n.

Cottons.

Ewo Cottons, Tls. 15.25 b.
Orientals, Tls. 2.30 h.
Shai Cottons, Tls. 75 (old) n.

Lands, Hotels, etc.

H. and S. Hotels, \$11. b.
H. K. Lands, \$661 ea.
Shai Lands Tls. 161 n.
Humphreys, \$14.70 n.
Realities, \$9.25 s.
Chinese Estates \$98 s.

Public Utilities.

Tramways, \$20 s.
Peak Trams, (old) \$11.75 n.
Star Ferries, \$72 s.
China Lights, (Old) \$16.50 b.
H. K. Electric, \$65.50 s.
Macao Electric, \$23 b.
Telephones, \$7.80 b.
China Buses, Tls. 15 1/2 b.
Singapore Traction, 10/- s.

Industrials.

China Sugars, 95 n.
Malabons, 27 n.
Cald Macg. Ord. Tls. 11 n.
Canton Ices, \$2.50 n.
Cements (Comb.), \$13. s.
Ropos (Old) \$9 s.
United Asbestos \$5 b.
Stores, etc.

Dairy Farms, \$21 1/2 s.
Watsons, \$12 n.
Dar A. Wings, 80 n.
Pine Crawfords, \$1.95 b.
Mackintoshes, \$18 b.
Sinceros, \$12 n.

Miscellaneous.

Amusements, \$29 n.
Constructions, \$13 b.
B'que Ind. G. Bonds, 6 1/2
H. K. G. Loan 3 1/2 s. Prem.

Paymaster Captain C. E. Batt, C.M.G., has been placed on the retired list with the rank of Paymaster Rear-Admiral. Since 1904, when he was made secretary to the Commodore at Hongkong, he has been secretary to various admirals.

The Very Idea!

An angry quarrel between a married couple over a game of contract bridge ended in the woman shooting her husband dead at Kansas City.

"You're a bum bridge player," young Mrs. Jim C. Bennett said to her husband after a game of bridge with two neighbours, which ended in her being tenpence down.

Retaliatory words were followed by rising anger, and finally Bennett struck his wife.

Sobbing, she rushed to her bedroom, got a revolver, and shot her husband twice, killing him. She was subsequently arrested on a charge of murder in the first degree.

The couple with whom the Bennetts were playing bridge stated that the hand on which Bennett went set after his wife had raised his bid of "one spade" to "four spades" with an intervening bid of "two diamonds," was "wonderful."

Bennett is said to have held six trumps, including two honours, while dummy's hand, on which his wife raised his bid, contained the other three honours.

Some more "howlers."

In the eighteenth century travelling was very romantic; most of the highroads were only bridal paths.

Cotton is grown on some parts of the desert.

A street is a road that has a very good class of people in it.

(After being 20 years in the post, two postcards have just been delivered at their destination.)

The G.P.O.

Is swift, you know.
And will take your card where it has to go
In a matter of 20 years or so

"Dearest Mine,
Please do not pine—
You know you will get another line
In nineteen hundred and forty-nine!"

An old Massachusetts negro was asked his opinion of the officially-approved non-alcoholic "near beer."

He pondered long before he replied, "Well, it's like this, sah. It looks like beer, it smells like beer, and it tastes like beer, but—it haint got no persuasion."

Policeman in a motor case at Bromley—I saw the marks of the car on the road, but they were invisible.

Woman, at North London—From the tone in which he spoke to me you would think he is the only man on the earth.

Tottenham Wife—When I told my husband I wanted a day's holiday he hit me on the head, and I had to go to hospital.

Clerk at Bromley to a police inspector—I believe you questioned the prisoner, and he told you a lot? Inspector—Yes; a lot of lies.

Havent I told 'e three times as it's high water at 5.55? exclaimed the old salt.

"Oh, yes, sir," said the little girl, "but I like seeing your whiskers waggle when you say five-fifty-five."

The porter ran along the platform as the train began to move off, to give a passenger the ticket he had got for her.

"Here's your ticket, ma'am; six shillings it cost," he gasped. "Here's six shillings, my man," said the flurried old lady, leaning out of the carriage window. "Keep the tuppence for yourself!"

POWER FROM THE SEA.

FRENCH SCIENTIST'S TESTS
POSTPONED.

The production of power by utilizing the difference in the temperature of the sea at the surface and at 6,000ft. deep, is predicted with certainty by Georges Claude, the inventor, who has returned from Cuba where he has been conducting his experiments. He had had luck with the weather this year.

His apparatus which consists of an immensely long pipe, was damaged while being towed into position, and this necessitated the postponing of the operations till next April.

M. Claude is convinced that he will then realise his project which, if his claim is sound, should be a revolutionary development in the production of power. "I am absolutely certain," he said, "that next year I shall have working a sort of factory able to work all the year round."

Asked why it was necessary to work in Cuba, M. Claude explained that his invention required a high sea temperature not to be found on the coasts of France.

POWELLS

10, Ice House Street.

AFTER
THE
GAME

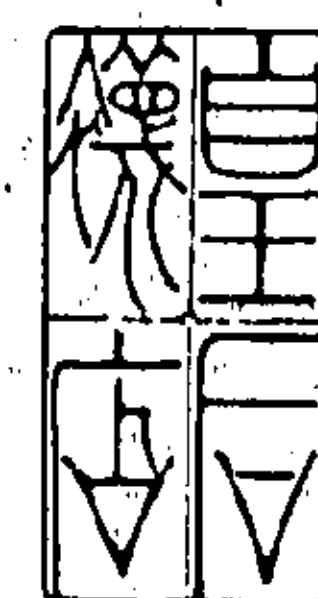
After physical exercise, whether playing TENNIS, GOLF, CRICKET, or YACHTING, etc., you need to protect yourself from taking chill.

The surest way is to always have with you a nice "JAEGER" or "MORLEY" SWEATER.

These are now in stock suitable for all occasions in White and many Smart Colourings in Pullover or Coat Styles.

INSPECTION INVITED.

NOW OPEN.

QUEEN'S
HOSIERY
STORE

THE ONLY STORE SPECIALISING

in

HOSIERY ONLY.

WIDE ASSORTMENT OF SHADES AND
MAKES AT MOST REASONABLE PRICES.

INSPECTION CORDIALLY INVITED.

QUEEN'S HOSIERY STORE,

37, Queen's Road, Central.

MANILA



"LA PERLA DEL ORIENTE"
C. INGENHOHL

Yours Truly
Tobacco Store

22, Des Vaux Road, C. (Tel. C.1850)

CIGARS

TO-DAY ONLY. at 2.30, 5.20, 7.15 and 9.15

LIONEL

BARRYMORE

SIR HENRY IRVING'S
MASTERPIECE—The
BELLS

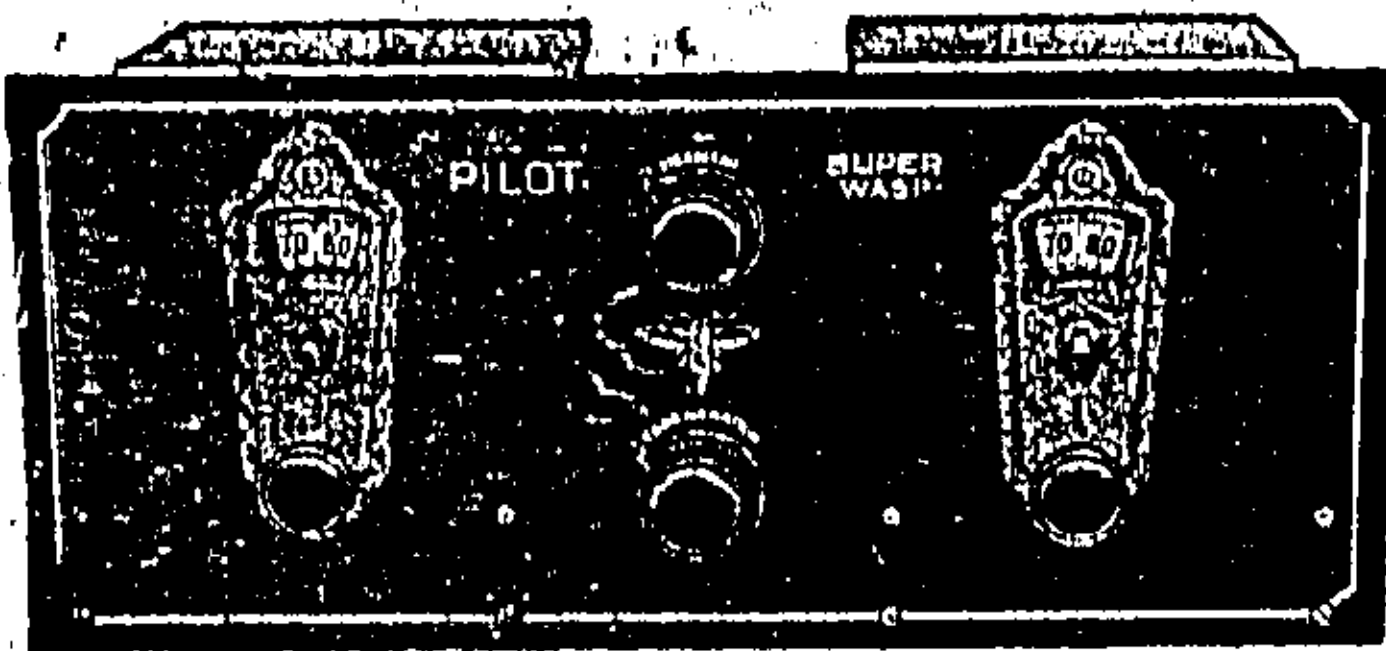
AT THE MAJESTIC

NATHAN ROAD
KOWLOON.

ARRIVED

PILOT "SUPER" WASP

DOUBLE DUTY RECEIVING KITS



Per S.S. "Pres. Johnson"

Those who have hooked orders are requested to call for their kits at an early date.

NEXT SHIPMENT

Per S.S. Pres. Monroe

DUE HONGKONG NOV. 16

BOOK YOUR ORDER NOW

The Sincere Co., Ltd.

VAPO-HALINE

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Tel. C. 1877

Before You Decide--See

THE NEW
SILENT
KELVINATORSO SILENT.....so startlingly quiet
even in starting.....that you will
watch this new Kelvinator and wonder
whether it is running.AND coupled to silence, a host of
tested, proven features including the
Cold Keeper for quick freezing of
desserts, etc.

SEE THE NEW KELVINATOR FIRST!

Agents—REISS, MASSEY & CO., LTD.

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SHOWROOM.

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LOCAL VIEWSand
PORTRAIT PHOTOGRAPHS
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MEE CHEUNG

Studio, Ice House St

Branch 7, Beaconsfield Arcade.

SHANGHAI'S VICTORY.

FULL SCORES IN A
MEMORABLE GAME.As reported in our final editions
yesterday, Shanghai defeated
Malaya sensationally by one
wicket yesterday.

The full scores were:-

Malaya—1st Innings.

W. A. D. Wynch, b Wilson	4
Evan Wong, b Wilson	1
Dr. H. O. Hopkins, b Wilson	4
Lal Singh, c and b Wilson	48
A. J. Bostock Hill, c Wilson	48
A. O'Hara	2
R. B. L. Braddell, c Barnes, b	2
O'Hara	2
W. A. B. Smith, b.w., Wilson	2
R. G. Gibson, c O'Hara, b Leach	20
A. S. A. Jansen, c O'Hara, b	67
Madan	46
Lt. M. Waring, b Wilson	7
P. N. Knight, not out	15
Extras	15
Total	233

Fall of wickets: 1 for 5 runs
(Evan Wong), 2 for 11 (Hopkins), 3
for 24 (Wynch), 4 for 94 (Lal Singh),
5 for 99 (Braddell), 6 for 118
(Bostock Hill), 7 for 132 (Smith), 8
for 148 (Gibson), 9 for 211 (Jansen),
10 for 233 (Waring).

Bowling Analysis.

	O.	M.	R.	W.
Wilson	35.5	5	76	6
O'Hara	20	7	32	2
Leach	10	3	33	1
Rawsthorne	8	3	38	1
Marshall	4	1	15	1
Stokes	3	1	16	1
Madan	2	1	11	1
*One no ball.				

Shanghai—1st Innings.

L. F. Stokes, c Gibson, b Lal	31
Singh	17
O. G. Simpson, b Lal Singh	18
F. E. T. Marshall, b.w., Jansen	18
P. Madan, b.w., Bostock Hill	6
D. W. Leach, b Knight	44
C. W. Howard, c Gibson, b Knight	27
Dr. W. E. O'Hara, run out	14
H. E. Orr, c Braddell, b Knight	8
T. L. Rawsthorne, b Knight	8
T. W. R. Wilson, c Gibson, b	8
Knight	0
E. G. Barnes, not out	0
Extras	12
Total	185

Fall of wickets: 1 for 42 runs
(Stokes), 2 for 51 (Simpson), 3 for
81 (Madan), 4 for 91 (Marshall), 5
for 143 (Leach), 6 for 155 (Howard),
7 for 174 (Orr), 8 for 185 (Raw-
sthorne), 9 for 185 (Wilson), 10 for
185 (O'Hara).

Bowling Analysis.

	O.	M.	R.	W.
Smith	7	3	8	1
Jansen	19	8	45	1
Bostock Hill	23	3	55	1
Lal Singh	10	4	20	2
Hopkins	6	1	15	2
Knight	6.5	1	19	5
*One no ball.				

Malaya—2nd Innings.

Evan Wong, b O'Hara	8
W. A. D. Wynch, b.w., Leach	32
Dr. H. O. Hopkins, c Marshall,	6
b Wilson	6
A. J. Bostock Hill, b Leach	29
A. S. A. Jansen, c Rawsthorne, b	0
Leach	0
Lal Singh, c Rawsthorne, b Leach	23
R. G. Gibson, b Stokes	15
R. B. L. Braddell, c Stokes, b	50
O'Hara	50
W. A. B. Smith, b Wilson	8
Lt. Waring, b O'Hara	8
P. N. Knight, not out	20
Extras	20
Total	210

Fall of wickets: 1 for 24 (Wong),
2 for 40 (Hopkins), 3 for 66 (Wynch),
4 for 66 (Jansen), 5 for 63 (Bostock
Hill), 6 for 122 (Lal Singh), 7 for
146 (Gibson), 8 for 153 (Smith), 9
for 197 (Waring), 10 for 210 (Brad-
dell).

Bowling Analysis.

	O.	M.	R.	W.
T. W. R. Wilson	17	3	40	2
Dr. O'Hara	12.2	1	47	3
D. W. Leach	18	3	56	4
P. Madan	2	1	14	1
T. L. Rawsthorne	3	1	14	1
E. G. Barnes	8	3	19	1
*One wide.				

Shanghai—2nd Innings.

L. F. Stokes, c Wong, b Bostock	74
Hill	8
O. G. Simpson, c Wong, b Hop-	3
kings	3
F. E. T. Marshall, b.w., Hopkins	3
P. Madan, b Lal Singh	25
D. W. Leach, not out	35
Dr. W. E. O'Hara, b.w., Bostock	6
Hill	6
C. W. Howard, c Smith, b Bostock	10
Hill	10
H. E. Orr, c Braddell, b Hopkins	5
T. L. Rawsthorne, b Bostock Hill	1
T. W. R. Wilson, c and b Bostock	1
Hill	1
E. G. Barnes, not out	0
Extras	21
Total	202

Fall of wickets: 1 for 8 (Simp-
son), 2 for 21 (Marshall), 3 for 73
(Madan), 4 for 167 (Stokes), 5 for
183 (O'Hara), 6 for 213 (Howard), 7
for 226 (Orr), 8 for 233 (Rawsthorne),
9 for 253 (Wilson).

Bowling Analysis.

	O.	M.	R.	W.
P. N. Knight	10	3	25	1
Dr. H. O. Hopkins	20	4	44	3
A. S. A. Jansen	15	5	35	1
A. J. Bostock Hill	25.1	1	54	1
Lal Singh	2	2	23	1
W. A. B. Smith	4	1	11	1
R. B. L. Braddell	2	1	7	1
*One wide.				

Shanghai—3rd Innings.

L. F. Stokes, c Wong, b Bostock	74
Hill	8
O. G. Simpson, c Wong, b Hop-	3
kings	3
F. E. T. Marshall, b.w., Hopkins	3
P. Madan, b Lal Singh	25
D. W. Leach, not out	35
Dr. W. E. O'Hara, b.w., Bostock	6
Hill	6
C. W. Howard, c Smith, b Bostock	10
Hill	10
H. E. Orr, c Braddell, b Hopkins	5
T. L. Rawsthorne, b Bostock Hill	1
T. W. R. Wilson, c and b Bostock	1
Hill	1
E. G. Barnes, not out	0
Extras	21
Total	202

Fall of wickets: 1 for 8 (Simp-
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Lal Singh	2	2	23	1
W. A. B. Smith	4	1	11	1
R. B. L. Braddell	2	1	7	1
*One wide.				

WINNERS OF SPEY ROYAL CUP.

Talkoo bowlers with the Spey Royal Cup. Left to right:
—J. Laing, R. C. Wallace, G. McLeod and J. C. Chalmers.
(Photo: Mee Cheung).

GARRISON NEWS.

G. O. C'S. "AT HOME"
YESTERDAY.H. E. the General Officer Com-
manding, China Command, was "At
Home" to Warrant Officers, N.C.O's,
and men working in the Headquarters
Offices yesterday afternoon. A fine
muster showed how many really
are working in Headquarters. On
arrival the guests were most
graciously met by General Sandilands,
and asked to take tea.Tea, cakes, and other eatables were
very expeditiously served by Chinese
"boys" from Government House.From 3.30 p.m. tennis was indulged
in, among the winners being S. M.
Turner and Cpl. Fennell, R.A.S.C., who
beat S/Sgt. Ward and Cpl. Crow-
croft, R.A.S.C., in the Men's doubles.Condr. Paver and Mrs. Turner beat
Mrs. de Linde and Q. M. S. Scott.Officers and their wives who took
part in the entertainment of the guests
included—Col. and Mrs. H. A.
Stewart, Lt. Col. and Mrs. Moore,
Major and Mrs. H. S. S. Herbert,
Major and Mrs. J. L. P. McNair,
Major and Mrs. W. K. Morrison,
R.A.M.C., Captain D. R. M. Cameron,
A.D.C. to G.O.C., Captain and Mrs.
de Linde, the Rev. and Mrs. Scott
Little.Side-shows were provided, includ-
ing a Chinese equivalent of a Punch-
and-Judy Show, and some tumblers
(not of the glass variety), who showed
the assembled company how to fall
lightly.

Football.

In a Hongkong Area League foot-
ball match played yesterday after-
noon, the R.E. and R. Signals, lost,
by two goals to three against "B"
Coy. G.L.I.

Hockey.

The R.A.M.C. were unfortunate to
lose their hockey match yesterday
afternoon, at Soekunpo, against the
R.E. and R. Signals, by the odd goal
in five.

Boxing.

Boxing enthusiasts were present at
Shumshuipo on Thursday night,
when the annual competitions for the
Boxing Shield were fought out. The
eliminating round had been concluded
on Tuesday, the draw resulting as
follows:Welterweights.—Pte. Davin won
from Cpl. Hearne scratched. Pte.
Summerfield beat Cpl. Newman on
points. Pte. Cochran beat Pte. Kearle
on points.Middleweights.—L/Cpl. Lloyd and
Pte. Baulch won their eliminating
bouts, and L/Cpl. Woodhouse won by
a knock-out over Pte. Foote.In the light-heavy's, L/Cpl. Collins
won from L/Cpl. Mead, who scratched.
Featherweights.—Cpl. Shirlston lost
to L/Cpl. Williams. L/Cpl. Adams
beat Pte. Kane after a good fight.
Pte. Legg won from Pte. Dunn after
an extra round had been ordered, and
Pte. Roberts beat Pte. Perriam.The finals are to be fought out on
Tuesday night, and a fine feast of
fistic art will be displayed.

LOCAL BILLIARDS.

LUSITANO V. INSTITUTE OF
ENGINEERS.A very enjoyable evening was
spent when the members of the Club
Lusitano entertained a team from
the Institution of Engineers and
Shipbuilders at billiards yesterday.
The result was as follows:

Institute.	Lusitano.
V. B. Haslett	117
L. A. Osmund	150
Mae Dubois	117
J. A. Barradas	150
S. F. Taylor	144
S. S. Sequira	150
L. J. Blackburn	87
M. R. Beltrao	150
A. J. Pilgrim	88
A. C. Rozario	150
W. Brown	150
J. F. Silva	146
Total	703
Total	896

It was a very creditable perfor-
mance on the part of the Institute,
considering that they were playing
on totally strange tables.At the conclusion of the games,
both the Presidents of the Clubs, the
Hon. Mr. J. P. Braga and Mr. L. J.
Blackburn, made appropriate and
witty speeches.A return match has been fixed for
Friday, the 15th instant, when it is
expected that the Institute will turn
the tables on the Lusitano team.

DAIRY FARM NEWS

SOMETHING FOR A CHANGE:—

There are days when even the best of old
table friends begin to pall when
the things that appeased a hundred
hungers no longer tempt.

The appetite is calling for variety

We suggest

NEW SEASON GAME

Cock Pheasant	: . . \$1.50 each
Hen Pheasant	. . . \$1.10 "
Teal50 "
Wild Duck \$1.00 "
Pigeons40 "
Snipe35 "

The Dairy Farm Ice & Cold Storage Co., Ltd.

The General Electric Co. of China, Ltd.

Announcement

In order to avoid disappointing our many cus-
tomers, we wish to give publicity to the terms under
which we are permitted to sell wireless apparatus.The following is an extract from the Hongkong
Government Gazette, dated July 26, 1929, which
appears under the heading:—Regulations made by the Governor in Council
under section three (1) of the Wireless Telegraphy
Ordinance, 1926 Ordinance No. 11 of 1926, on the 18th
day of July, 1929.

FORM No. 4 DEALER'S LICENSE

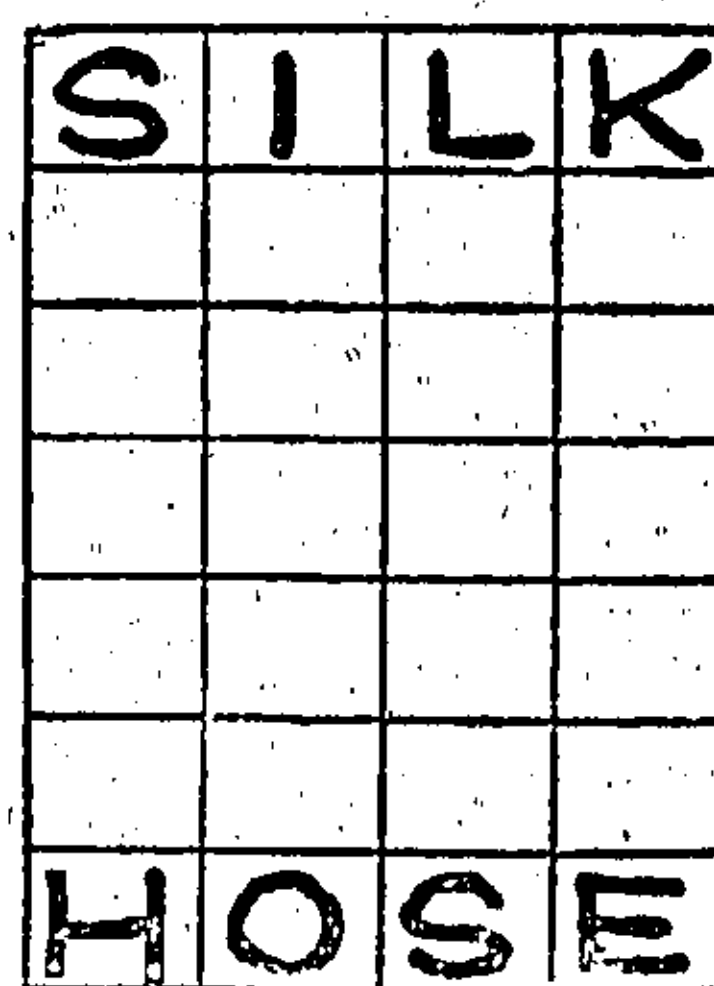
Clause 3

"The Licensee shall not sell, hire or otherwise dis-
pose of the licensed apparatus or any part thereof to
any person for use in this Colony unless such person
produces a valid license granted by the Post Master
General and authorising the use by such person of the
apparatus involved."Please Remember Your
Licence.

2, Queen's Buildings.

Telephone C. 518.

LETTER GOLF.

SILK HOSE aren't proper on the
golf course, but they are fine on
the letter-golf links because you
can't get a hole in one.1.—The idea of letter golf is to
change one word to another and
do it in a par, a given number of
strokes. Thus to change COW to
HEN, in three strokes, COW,
HOW, HEW, HEN.2.—You can change only one
letter at a time.3.—You must have a complete
word, of common usage, for each
jump. Slang words and abbrevia-
tions don't count.4.—The order of letters cannot
be changed.
One solution is printed on
another page.We beg to announce considerable re-
ductions in the prices of

AQUARIUS WATERS

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Delicious, plain chocolate, mixed with juicy raisins and crisp almonds!

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ROUND THE WORLD SERIES, No. 22

GROWING BURDEN OF OFFICIALDOM.

BLAME PLACED ON PARLIAMENT.

An attack on Parliament for its appointment of "hordes of officials" was made by Mr. H. G. Wedd (Langport), at the provincial meeting of the Law Society at Bournemouth.

The Ministry of Health, he said, had ordered that every man who milked a cow should first wash his hands, and presumably inspectors were appointed to enforce the ordinance. A practical farmer had told him that it the Milk and Dairies Order of 1926 were strictly carried out it would be impossible for any farmer to produce a single gallon of milk.

The earliest and most striking example of the power of the official could be found in the administration of the Housing Act, 1919. Under that Act the cost of building went up to about £1,000 a house, and 208,000 houses were built which were costing the taxpayer £40 a year per house. The local authority, in one case, had pointed out that it was absurd to build a labourer's house at a cost of £1,000, but the Ministry would hear no excuse.

In some counties under the Rating Act, 1925, public elementary schools were rated. Thus the County Rating Office levied rates on the County Education Office property, and the County Treasury Office paid the money out again to the County Education Office to make up for the increased cost of maintaining the school.

To such an extent had the custom of legislation by department grown that in 1920 eighty-two Acts of Parliament were passed and 2,473 statutory rules and orders issued.

A Mussolini Wanted.

"What is the remedy?" Mr. Wedd asked. "It is the House of Commons who is responsible, and its members must be called upon to grapple with their own creations. If only Mussolini could be invited to go through the Civil Service Estimates when the next Budget was in course of preparation, we should no doubt see a change."

"In default of this we must wait to the next General Election, but when it comes all parties must join hands to see that no members shall go to Westminster who has not given a solemn pledge that the expenses of the Civil Service shall be thoroughly and practically reduced."

Sir Harry Pritchard, (London) said that there were two sides to the question. There had been a marked improvement in the milk supply during recent years.

Mr. R. W. Whitehead (Bournemouth) said that the Act dealing with the Poor Law had created an enormous amount of officialdom, and had taken from the "voiceless, voteless, and friendless" occupants of the workhouses any personal touch with those who had been appointed guardians of the poor.

£25,000 FOR THE LONDON LIBRARY.

WINDFALL FROM A MEMBER'S ESTATE.

The London Library will, it is understood, benefit to the extent of about £25,000 by the will of Major William Prevost, of Hawkhurst (Kent), who died in June.

Major Prevost, who had been a member of the famous library for many years, left estate valued at £10,769, with net personally £31,706.

After various legacies he bequeathed the residue to the Trustees of the London Library, St. James's-square, for general purposes and benefit of the staff.

"It is a magnificent gift, and comes just at the right time," said a member of the committee to a Press representative.

Part for Rebuilding.
"So far as I know, no decision has yet been reached as to how the money will be spent, but probably part of it will be devoted to the rebuilding fund. A contribution to the staff superannuation fund may also be considered."

The London Library possesses 400,000 volumes, and is known to scholars in all parts of the world.

It owes its inception to Carlyle, who, because of the disadvantage he experienced in not having books of reference at hand, started an agitation which resulted in the foundation of the library in 1841.

For reference purposes the library is invaluable.

During the war, Government departments, and even the Cabinet, drew books from it without limit, one department having often 80 at a time.

RED REAR LIGHT FOR PEDESTRIANS.

JUDGE'S IDEA TO STOP STREET ACCIDENTS.

"There is a certain amount of sense in the suggestion that pedestrians going about in unlighted streets on dark nights should have lights attached to their persons, with a red rear light."

This was said by Judge Herbert Smith at Holt (Norfolk) County Court when he dismissed a claim for £93 damages made by a man who had been knocked down by a girl motor-cyclist on a dark night.

"I am no lover of motor-cyclists," he added, "but they are entitled to the benefit of the doubt in a court of law, if doubt exists."

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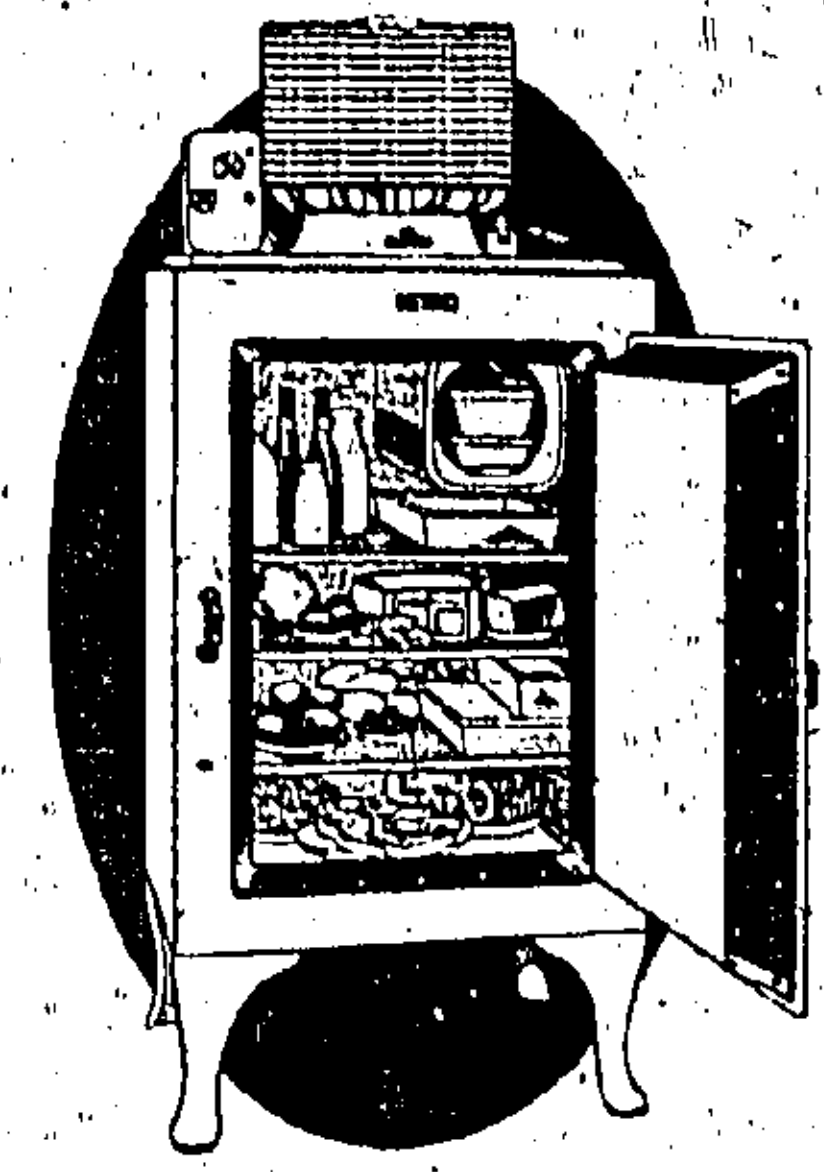
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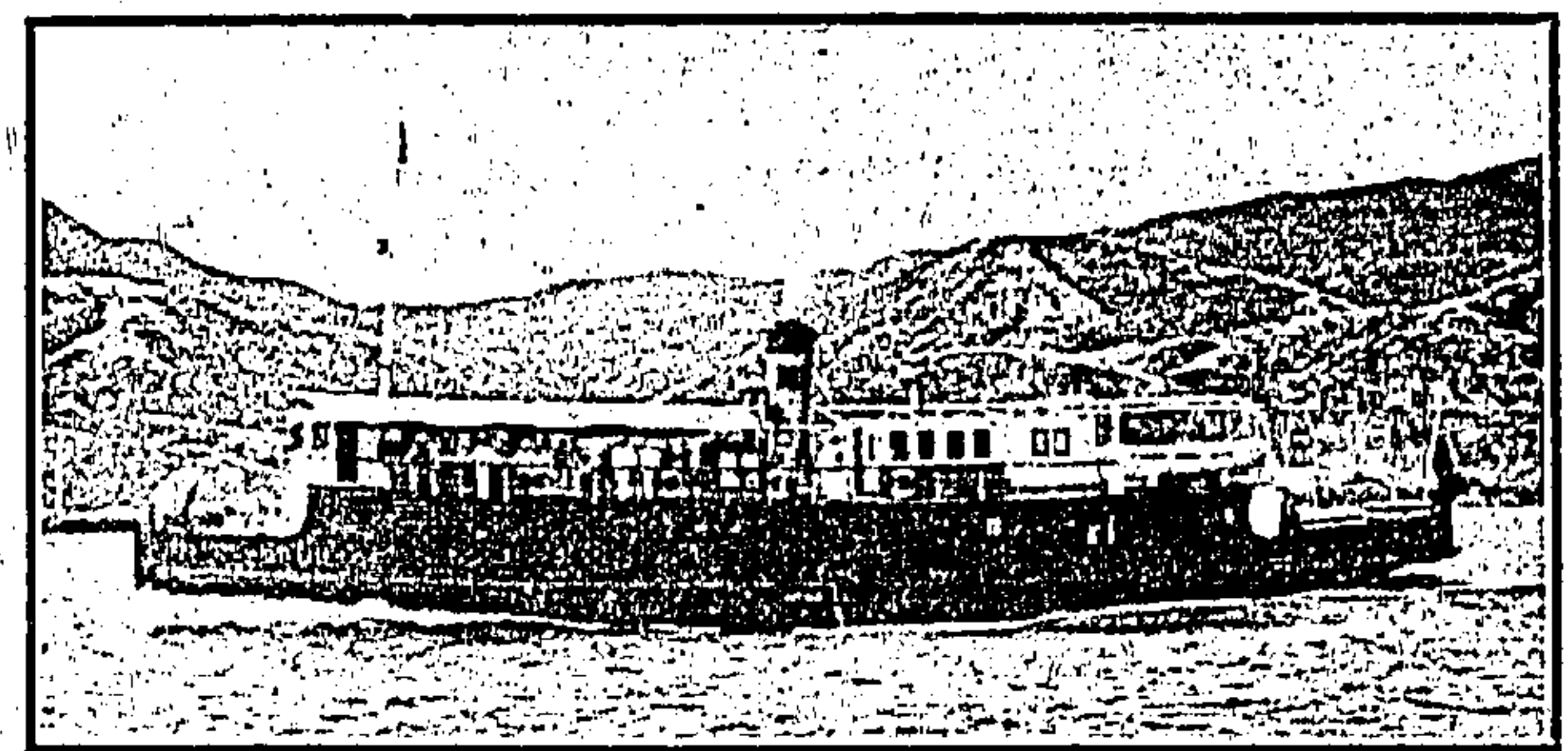
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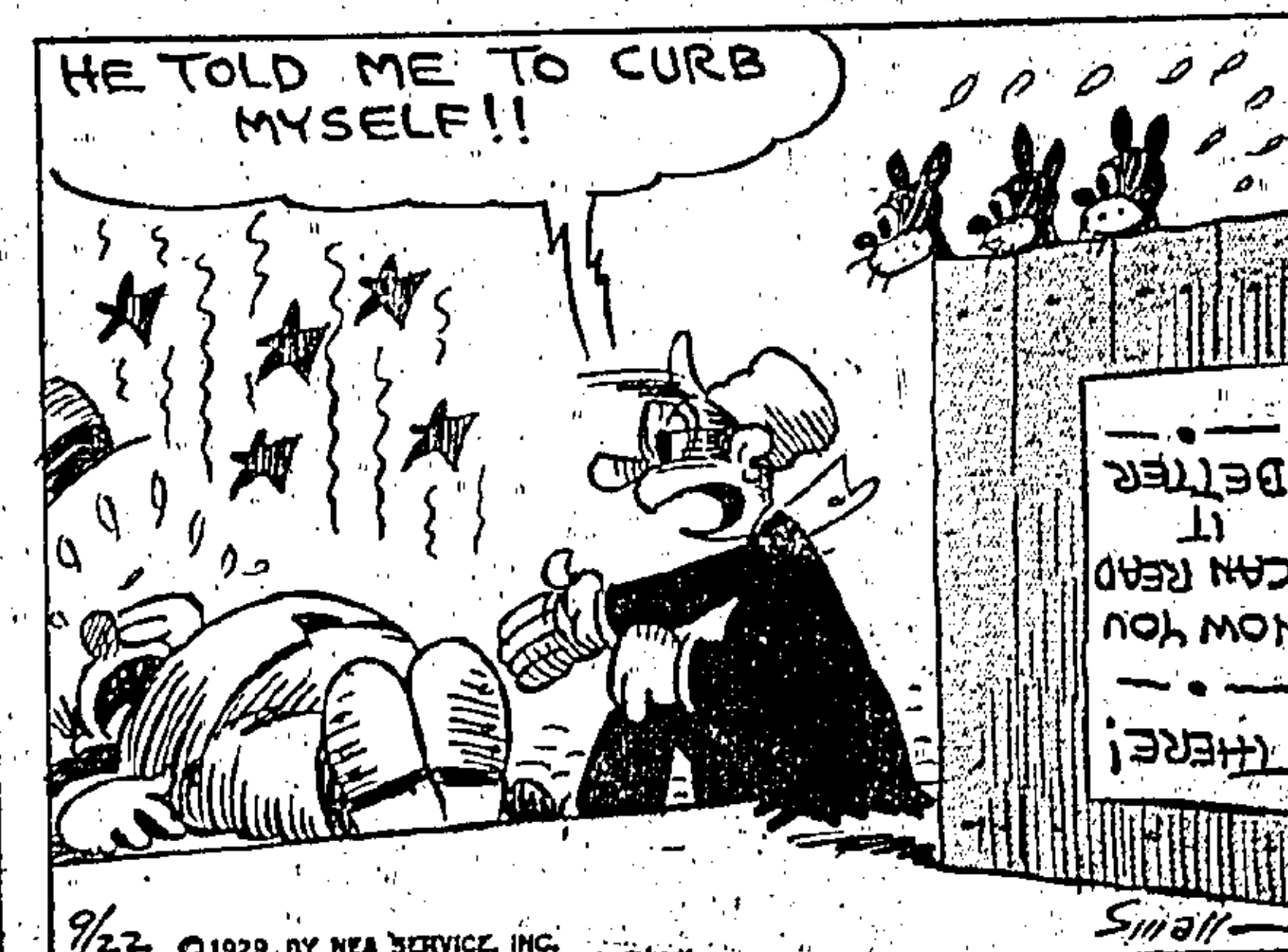
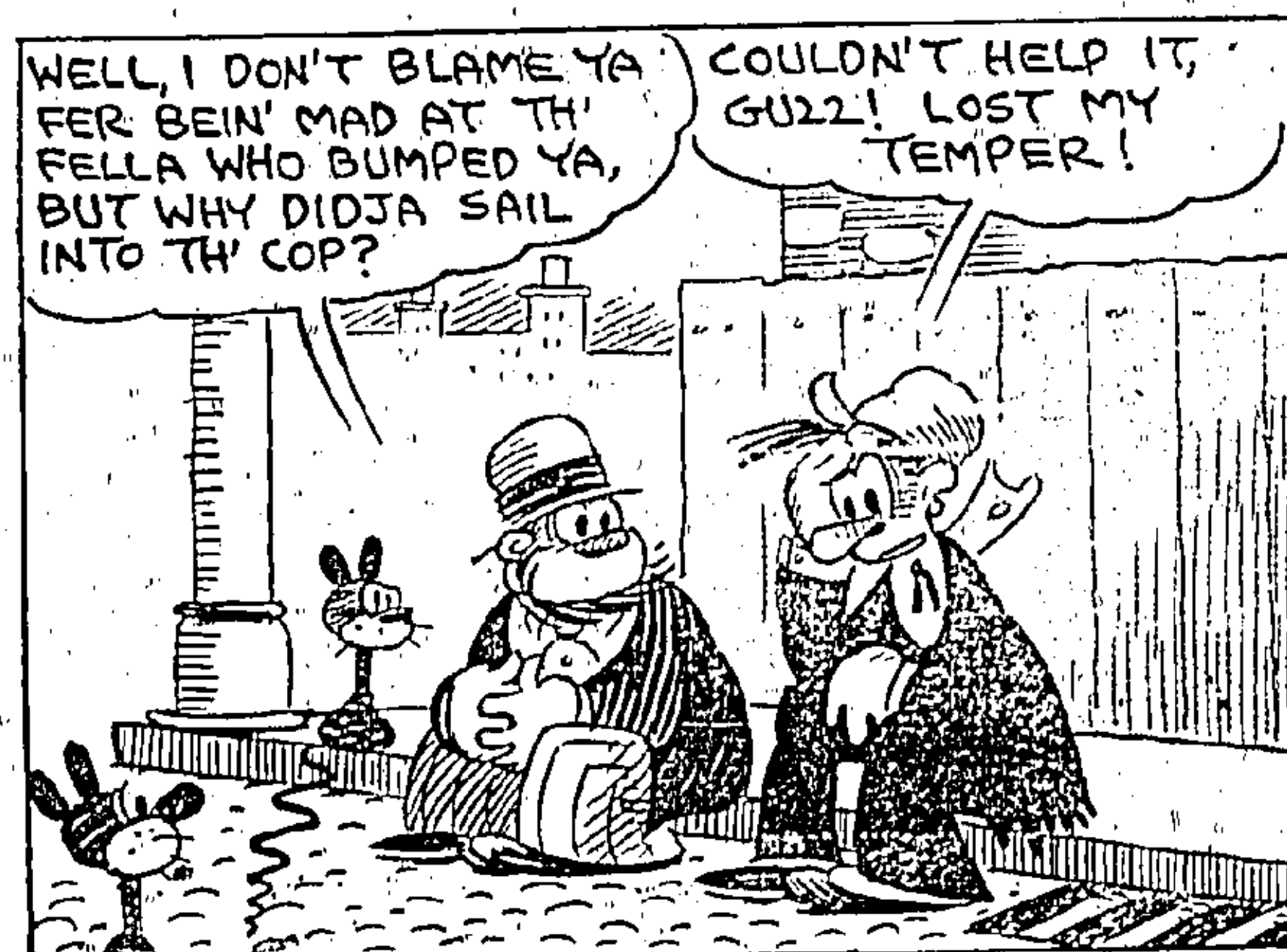
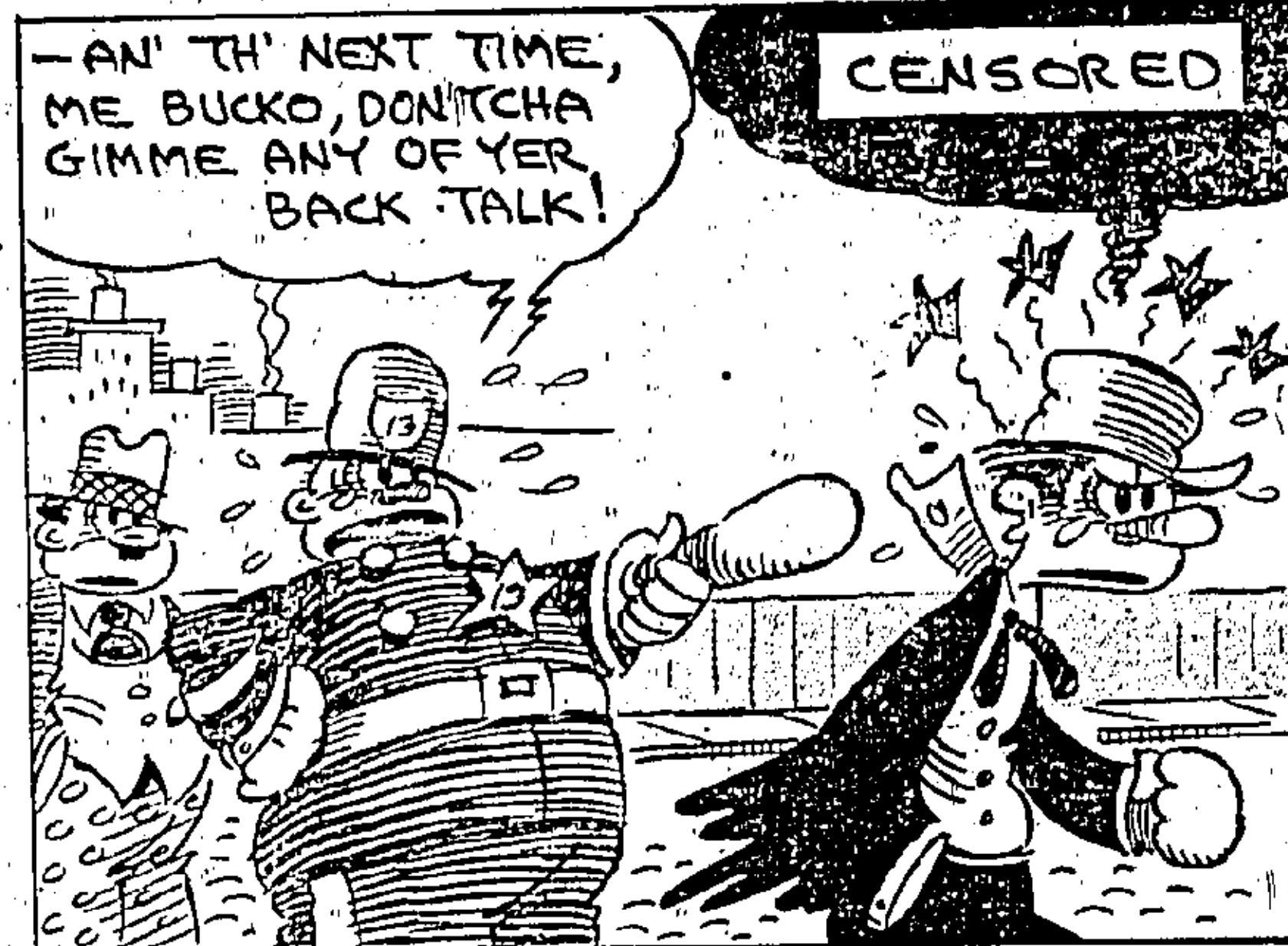
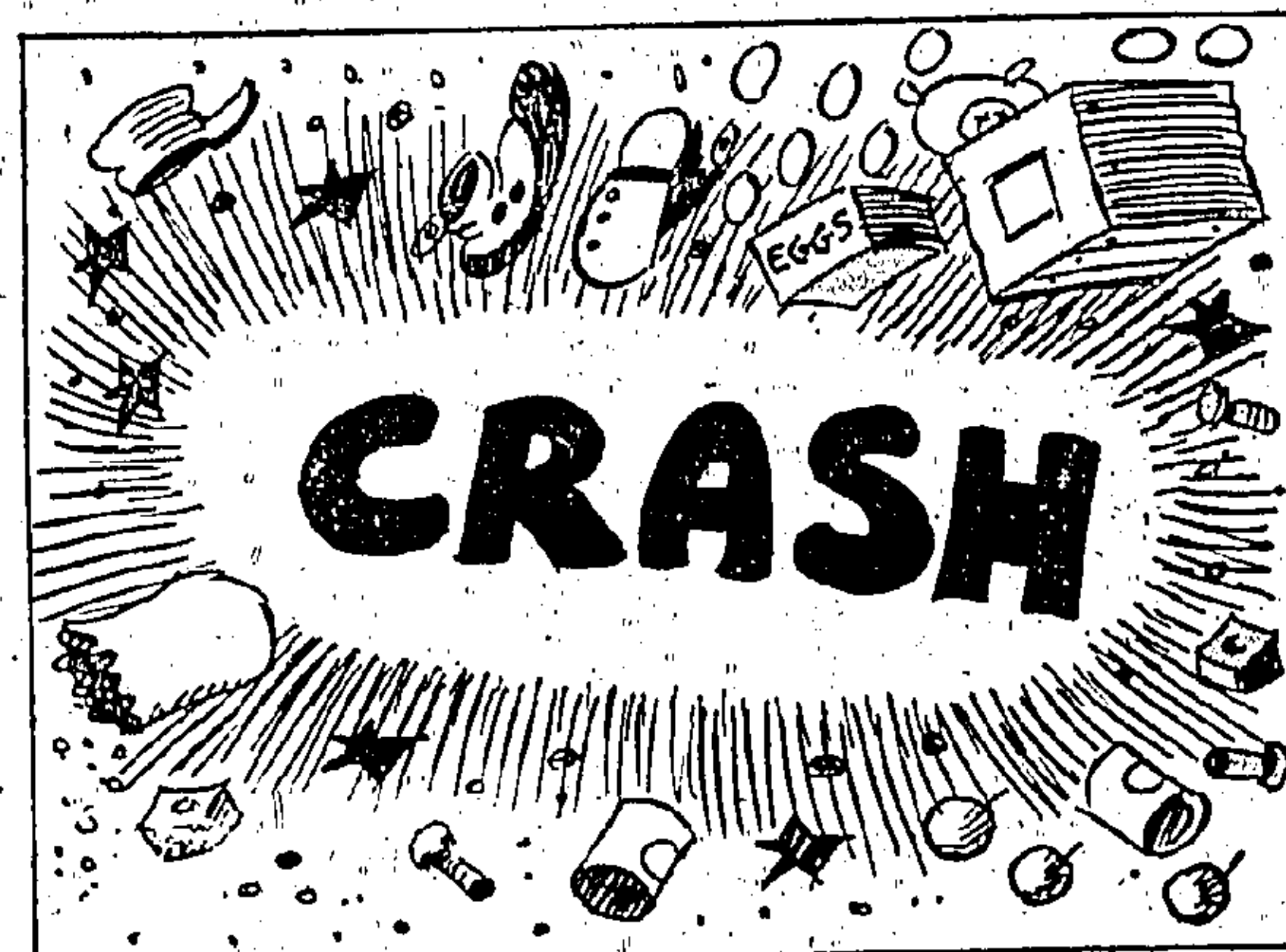
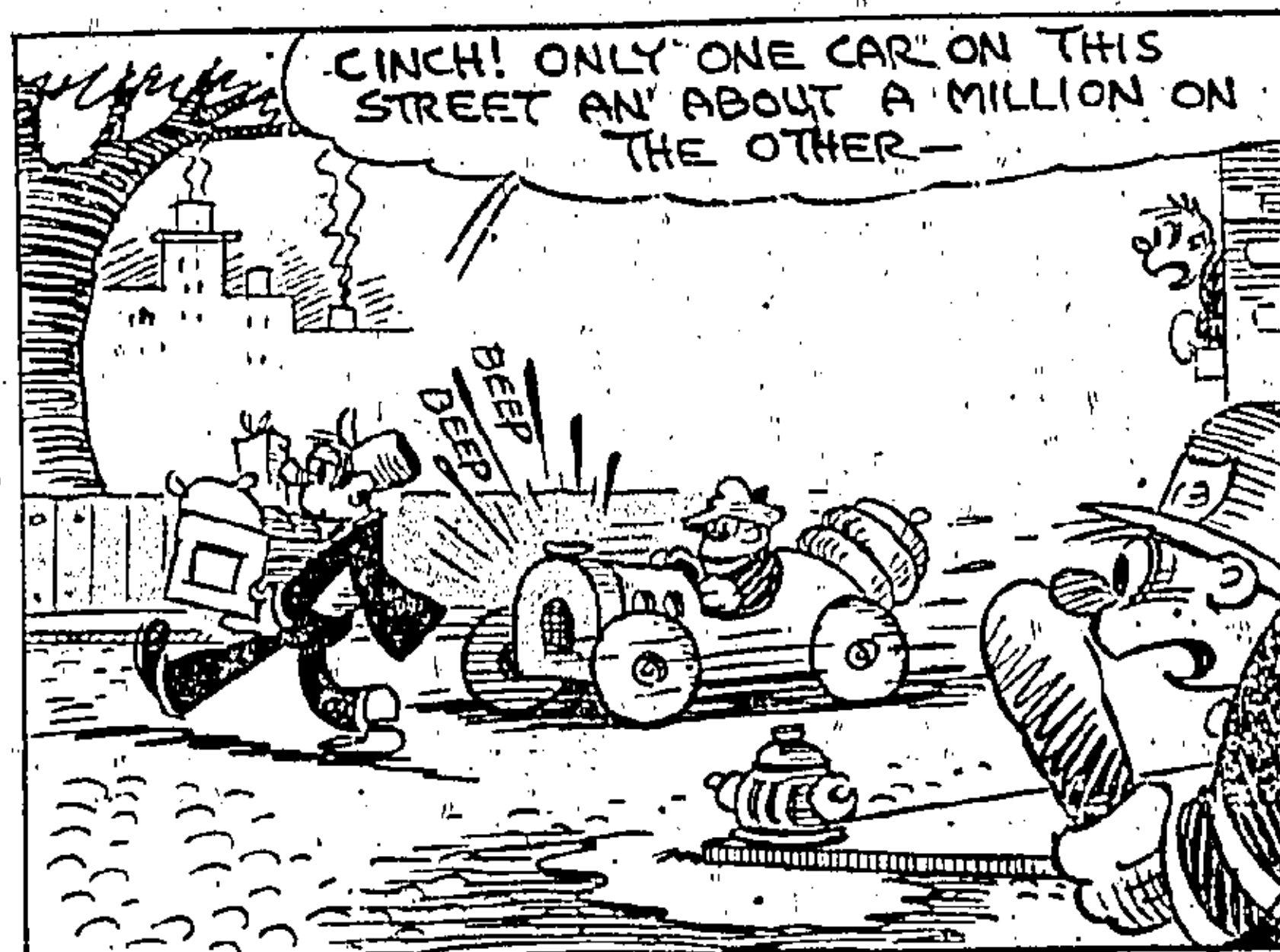
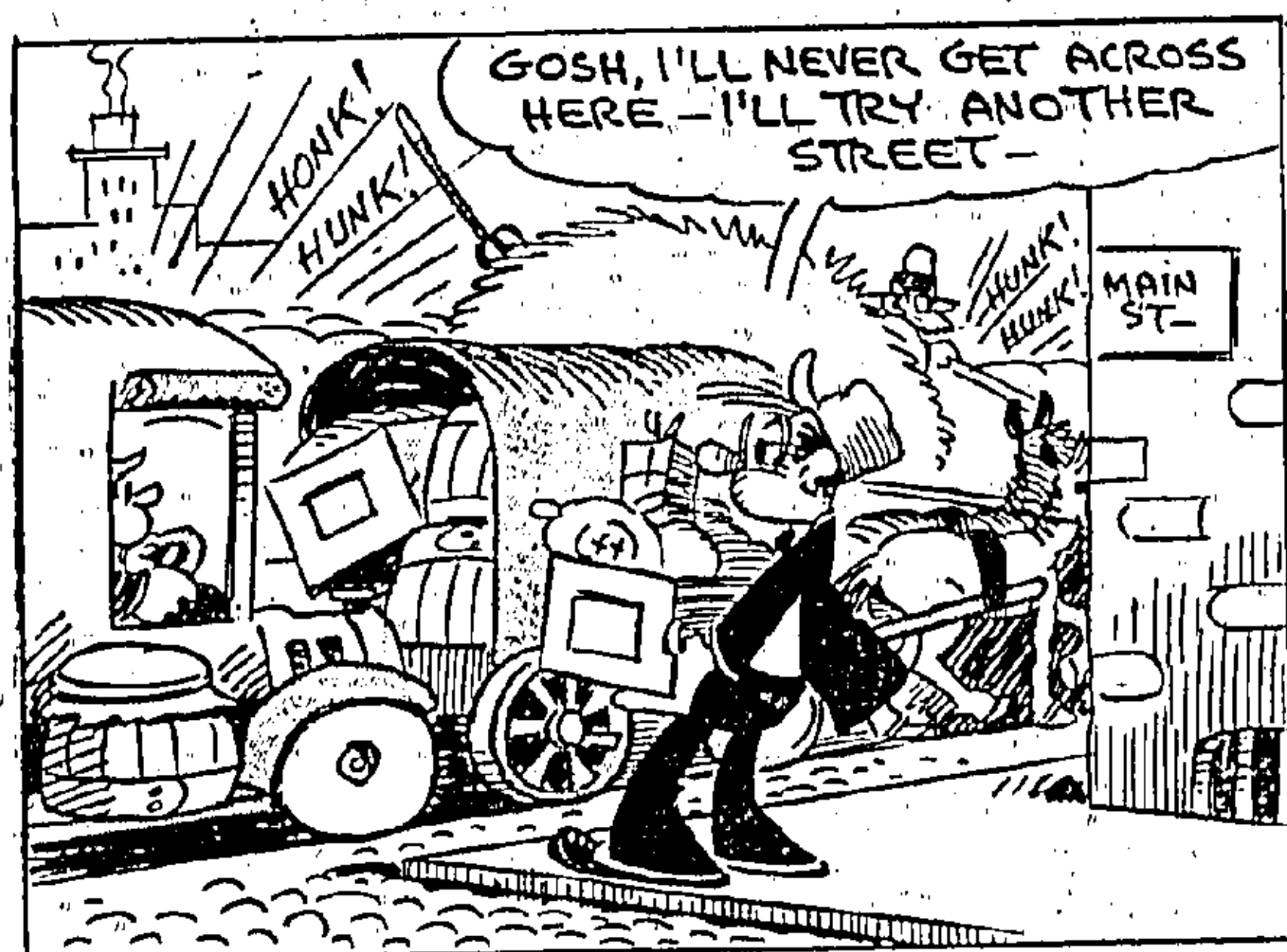
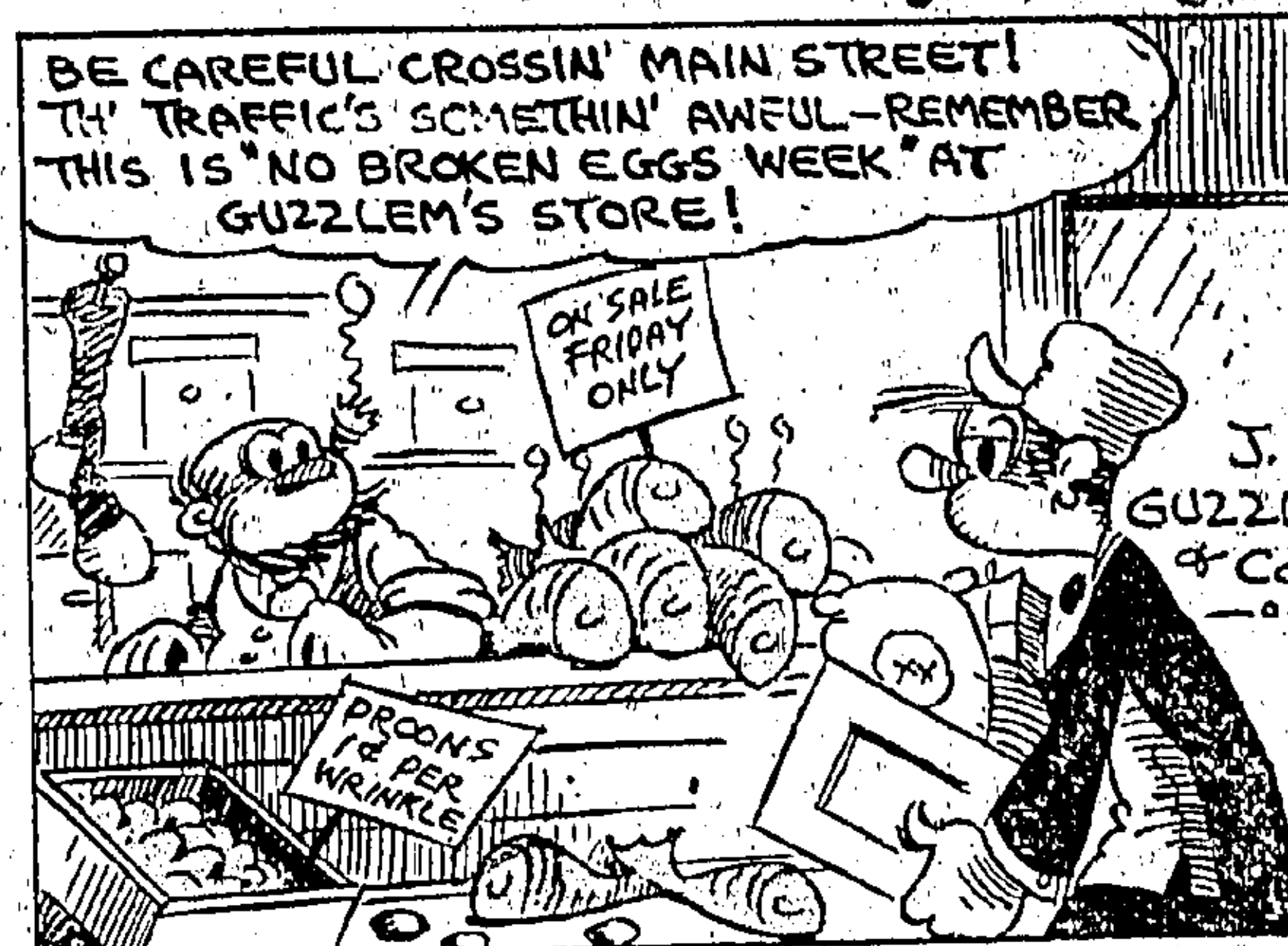
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These Blankets are noted for their fine quality and good wearing. Light, soft and warm.

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" 86 by 104	...	\$55.00

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TO WHOM ALL LOCAL
ENQUIRIES SHOULD BE
ADDRESSED.

THE SHINING TALENT.

By Eleanor Early.

CHAPTER XXXVII.

"Look out, Red!"
Molly lunged herself on Bob.
"You coward you! You . . . you!"

Furiously she struck him on the chest with her clenched fists. "You get out of my house this minute, you big coward!"
Bob staggered backward as she pushed him toward the door. He dropped his stick and his hat, and tried clumsily to recover them. But Molly had stooped, as he blundered about, and threw them contemptuously ahead of him, into the hall.

"Take your old stuff, and get out of my house. And don't you ever come back here, as long as you live!"

Bob began to blubber.
"I want my baby," he sobbed. "I want my baby!"

"Stop your nonsense!" retorted Molly sharply. "Or I'll call a policeman!"
She slammed the door on him angrily.

"You should have let me take you one swing . . . at him, dear," grumbled Red.
"Oh, I don't know," she protested. "Don't you think I did pretty well myself? Look!"

She pointed a shaking finger. "See that lamp, Red. He tried to throw it at you. My goodness, he'd have killed you. It weighs a ton."

"Well, well, little life saver." He patted her shoulder affectionately. "We'll put you on the lists for a Carnegie medal, Sweetness. Say, what do you think? Had I better go throw the boy friend in a taxi?"

"Oh, leave him alone," she commanded. "If he steps in front of one, it'll serve him right. If he's going to drink all the time, Red, I could petition for sole custody of Rita, couldn't I? If I could prove him an unfit parent, and show that the child's mother left her in my care—honestly I believe I could get her for my own!"

Molly's eyes sparkled excitedly. "Do you think there's a chance?" she demanded. "Oh, Red, it would make me so happy!"

"But, listen, old thing," he protested. "Rita's his kid. You can't take a man's child away from him like that."

"But he isn't a fit parent!" she cried.
Red drew his eyebrows together severely.

"Now Molly," he admonished, "that's no way to talk. There's too darn much of that sort of thing in America. What business has any judge to take a child from its father, and turn it over to somebody else? No more business than the censors had meddling with your play. You thought they had a nerve, didn't you, telling people that your show wasn't fit for them to see? It was none of their business, the sort of shows folks went to. Everybody minds everybody else's business in this blooming country. . . . But you're going to mind your own—see, Sweetness? You haven't any more right to take Rita away from Bob, than you have to rob John D. Rockefeller of his most cherished possession."

"But Bob drinks so!" she cried.
"Does that give you any license to steal from him?"

"But the courts have a right to determine whether or not a parent is fit to have the custody of his child. I could prove Bob unfit."

"You go messing around in that sort of thing," he threatened angrily, "and I'm through with you. Molly. For heaven's sake, be consistent. You despise people who sit in judgment on the morals of others. Now, because it could serve your own interests, you'd run to a judge, and tell tales on Bob. You'd ask that Bob be punished for getting drunk, and you be rewarded for telling on him. And you'd put Rita up for the prize. I'm ashamed of you, Molly!"

"But if I could get Rita that way," she moaned. "You don't know how much I want her, Red." "You mind your own business," he counselled. "If Bob was abusing his child, or neglecting her, then it would be another story. Do you know what you'd be doing if you went after Rita through the courts? You'd be putting yourself on a par with that girl who told me about who was going to sue Bob for breach of promise. You thought she was a rotter, didn't you? For the love of Pete, don't be a black maller!"

"Look out, Red!" he cautioned, "that he doesn't frame you. As for you, young woman, you be a square shooter. Give the egg a break."

It was late when Red said good-night. Molly slipped her arms about his neck, and drew his ear to her lips.

"Do me a favour?" she coaxed. "If you hear anything more about Jack, will you let me know, Red?"

"Why sure," he promised. "They sent over from the office for a story. If they got anything, I'll get in touch with you."

After Red had gone, Molly buried her pride resolutely, and began a letter to Jack. He wouldn't marry her. But that did not mean he didn't love her. The more she thought about it, the surer she became that it was a terrible misunderstanding. He said he couldn't be Mister Molly Burnham. Didn't that simply prove it was all a matter of his idiotic pride?

There was a woman in Snodgrass whose husband was a contractor. One year he was laid up with rheumatism, and she took over his work. People liked her, and were glad to do business with her. In six months she made more money than her husband cleared in a year. Her husband got well, and took things over again. Immediately business began to fall off. The wife was an energetic person, and anxious to carry on. But her husband retorted that he was going to wear the pants in his house, and that settled it.

Well, Jack was exactly like that stupid old contractor. Men were all alike. Foolish masculine vanity!

Molly smiled to herself. Her darling wanted to wear the pants. That was what it really amounted to. Of course he wouldn't talk like that. Jack was never crude. But that was it, just the same. Sex pride.

"You're so proud, Sweetheart," she whispered. "Now I shall be humble, to prove how deeply I love you."

Molly had a little pink typewriter in a little pink box. A tiny, noiseless thing, that matched the colours in her bedroom. When she worked at night, she used it, because the smallest noise sometimes woke Rita. She slipped on a negligee of ray chiffon, and lighted the pink-shaded lamps, smiling as she completed the picture. Molly loved doing things like a girl in a book. Now the room was softly pink. Everything harmonized with her mood.

She would write Jack a letter that should breathe of her love and devotion. A gay, friendly letter that would bring him happiness, and assuage his silly fears. Sweet and womanly, to prove that she was not the kind of a girl who wanted to wear pants! To show that he need never be afraid of being Mister Molly Burnham!

She laughed aloud, like a little girl planning delicious mischief. She would win her darling, with all the wiles she knew, burying her foolish pride. For what had pride to do with love?

She slipped a sheet of paper in her typewriter, and began swiftly to type. The words in her mad haste, fell over one another.

" . . . in the old days," she wrote, "I was full of pride in myself, now you are all that I care about in the world." She paused a moment, thinking of Rita. But no! Jack counted more than Rita. Bob might take Rita away. Then what would she do? She must have someone then to turn to. Someone to fill the dreadful loneliness.

"You are necessary to me," she went on, and still the words came tumbling, flying off the keys like magic. . . . I need you for my life. . . .

"Once, my darling, you held me in your arms as though you could never let me go. You were sweet to me, and tender. You were afraid I was cold. Afraid I was tired. Afraid I worked too hard. Afraid I would stop loving you. Afraid I was worried about something. You were always afraid, darling. But now it is I who am afraid. Lonesome, and frightened, and afraid. And you are leaving me."

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GLAD RAG DOLL.
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YOU WERE MEANT FOR ME.
5420 I'M ALL A-TWITTER.
I WANNA GO PLACES AND DO THINGS.
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IT LOVE WERE ALL. Waltz.
Fox Trot.

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- 2—Conn Mellophones (Horn) in F, E—flat, D & C—\$100.00 each.
- 1—Conn Artist's Model Tenor Slide Trombone, 6 1/2" bell—\$80.00
- 1—Grand Rapids Tenor Slide Trombone, 7" bell—\$40.00
- 1—Conn Italian Model Tenor Valve Trombone, 7" bell—\$75.00
- 1—Conn E—flat Standard Bass, 3 valves, 16" bell—\$160.00
- 1—Conn X Bass Drum, Thumb screw tension—\$40.00
- 1—Conn X Snare Drum, All metal, Key rod tension—\$45.00
- 1—Dance Xylophone, 2 1/2 octaves, in wooden case—\$20.00
- 1—Orchestral Bells, 2 1/2 octaves, in carrying case—\$25.00
- 1—Small Tube Bells, 2 1/2 octaves, in case—\$15.00

All instruments are heavily silver plated, sand blast velvet finish, bell richly engraved, inside of bell gold plated, burnished, engraving background, keys, posts and ferrules hand burnished, keys inlaid with pearl and pearl rollers. Each instrument fitted in velvet lined Keratol case.

The above instruments are in good condition and are being disposed of, as Owner is leaving the Colony.

APPLY

J. H. D., 4, Broadwood Road, Happy Valley.

Italy that she must tell him. And then she must tell again of her love—her lovely, steadfast love.

"If I knew, you had forgotten," she wrote, "I would try to forget. But forgetfulness could not be the end of your love. Not of yours—nor of mine. That is true, Jack, is it not? Tell me, my darling, it is true."

Exhausted, she dropped her head on her typewriter. It was beginning to grow light. She put out the lights, and raised her curtains. There was only one star left. The little, reluctant morning star. The world was grey and cold. But soon the sun—the great day-star—would touch the east, and make it glow with fire.

She learned from the window, and looked down the street. There was a grey cat ambling along. Not another living thing in sight. Molly was glad she was going to see the dawn. Lots of respectable people probably never had seen it. And it was lovelier even than a sunset.

There was a poem Jack particularly liked in the book of Oscar Wilde's they used to read together. It was very beautiful, and was largely about the sunrise. Molly remembered these exquisite lines, and said them softly to herself.

"Then down the long and silent street,
The dawn, on silver-sandaled feet,
Creeps like a frightened girl."

She leaned over the sill, and looked down the quiet street. And it pleased her fancy to see a slight figure, swathed in grey like a nun, stealing swiftly from the arms of night. A frightened girl, with silver sandals on her slim, white feet.

"That's what I get for writing love letters," she laughed. "I feel poetic."

She put the coffee on to boil, and curled up on her cubist sofa with "The Lives of Antony and Cleopatra." She had reached the part where Cleopatra, determined to fascinate Antony, plans her first dinner-party. Two thousand years ago—and the girls went at things exactly as they do to-day?

By the time the coffee boiled, Cleopatra, to impress Antony, was dropping her pearl earrings in a goblet of wine. And Antony, manlike, was begging her not to be foolish.

Molly squeezed an orange, and brought her coffee to the drawing room. It was nearly eight then, and Mary, apologetic for oversleeping, was in the kitchen. Rita would be awake any minute. The phone was ringing.

"I don't want to speak to anyone but Mr. Flynn, Mary," she instructed.

"Yes, Miss Burnham."

In a moment Mary stood at the drawing room door.

"It was Mr. Flynn, Miss Burnham. He said I was not to call you, but to tell you that Mr. Wells sailed on the Leviathan at midnight with Mrs. Bulwer-Eaton. I think those were the names. Would that be right, Miss Burnham?"

Molly smiled palely.
"Quite right, thank you, Mary. And Mary—will you take, the letter on the table in the hall, please, and bring it here to me, with some matches."

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Empress of Canada	Nov. 16	Nov. 18	Nov. 20	Nov. 23	Nov. 30
Empress of Russia	Nov. 27	Nov. 30	Dec. 3	Dec. 6	Dec. 14
Empress of Asia	Dec. 18	Dec. 21	Dec. 24	Dec. 26	Jan. 4
Empress of Canada	Jan. 15	Jan. 18	Jan. 21	Jan. 23	Jan. 31
Empress of Russia	Feb. 12	Feb. 15	Feb. 18	Feb. 20	Mar. 1
Empress of Asia	Mar. 10	Mar. 13	Mar. 16	Mar. 18	Mar. 26
Empress of Canada	Mar. 27	Mar. 30	Mar. 31	Apr. 3	Apr. 11
Empress of Russia	Apr. 24	Apr. 27	Apr. 30	May 3	May 11
Empress of Asia	May 21	May 24	May 27	May 30	May 31
Empress of Canada	Jun. 18	Jun. 21	Jun. 24	Jun. 26	Jul. 4
Empress of Russia	Jul. 15	Jul. 18	Jul. 21	Jul. 23	Jul. 31
Empress of Asia	Aug. 12	Aug. 15	Aug. 18	Aug. 20	Aug. 28
Empress of Canada	Aug. 29	Aug. 31	Sept. 3	Sept. 6	Sept. 14
Empress of Russia	Sept. 26	Sept. 29	Sept. 30	Oct. 3	Oct. 11
Empress of Asia	Oct. 23	Oct. 26	Oct. 29	Oct. 31	Nov. 8
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PARTNERS' DISPUTE.

FRAUDULENT CONVERSION CHARGE FAILS.

A dispute between two partners in a native firm regarding the disposal of a cheque led to criminal proceedings being instituted before Mr. A. W. G. H. Grantham, at the Central Police Court, yesterday afternoon.

Cheung Yin-san, senior partner in the New Piece Goods Trading Company, brought a charge of fraudulent conversion of an amount of \$150 contained in a cheque, against Lai Chi-kong, a co-partner. The charge was denied.

Mr. F. C. E. Rendall appeared for the complainant, and Mr. E. S. C. Brooks for the defendant.

In evidence, the complainant said that, on September 24 last, the defendant asked him for a cheque for \$145 for the purpose of establishing credit with a German firm through the American Express Company. He filled in the body of the cheque and after having got witness to sign it, took the cheque to the bank.

"Returning later, defendant informed the witness that the receipt would be sent over by the bank in two weeks' time. When that date arrived, defendant again put him off, saying that the bank was too busy then, to attend to the matter and had requested them to wait for a further ten days."

On October 19, witness decided to investigate the matter, and discovered that the cheque had been cashed. When taxed with the fact, defendant admitted that he had cashed the cheque and expressed his sense of regret that he should have done such a thing. He also said he was prepared to bear the consequences. Failing to secure repayment of the money, which belonged to the firm, witness applied to the police for a warrant.

Cross-examined by Mr. Brooks, witness admitted that defendant was a partner in the firm, although to the extent of only \$150. Witness denied that he had agreed to the employment of the defendant as a clerk or salesman of the firm, stating that whatever services the defendant had put in were considered as only being in the nature of co-operative efforts. It was not true that an amount of \$40 had been agreed upon as a monthly salary for the defendant.

No Present Salary.

Replying to further questions by Mr. Brooks, witness said that the matter of salary was discussed only in relation to future prospects, it being agreed that after the business had commenced to show a profit, each one of the partners was to draw between \$10 and \$20 a month for expenses. It was not true that he had quarrelled with the defendant over this question of salary. Ever since the question of the cheque cropped up to become an issue between them, defendant had continued working for the firm, appearing at his post several hours a day.

The business had not yet shown a profit, and witness, questioned on the point of a man being willing to work for such a long period without prospects of profits or wages, said that in their case it was agreed that defendant was to receive a salary next year, when it was expected that the business would have improved.

Questioned in regard to the delay before he took up the present proceedings, witness replied that he had been hoping that the de-

fendant would make good the sum. He denied that it was only a matter concerning accounts between them.

Two fobias from the firm, including a brother of the complainant, gave corroborative evidence, testifying to having seen the cheque made out and to having heard the apologetic reply which the defendant was alleged to have made when questioned in regard to the disposal of the money.

One of these witnesses, while admitting that he was giving evidence on behalf of the complainant, disagreed with Mr. Brooks that he was impelled thereto by the sense that the complainant was his employer.

A statement to the police was put in, this showing that, when charged, the defendant had said: "I had \$150 share in the complainant's shop. As I wanted to withdraw my share, I took the \$145 back."

Mr. Brooks then submitted that he had no case to answer, in view of the common claim which both parties had to the amount of the cheque. He also referred to the facts connected with the defendant's case that he was withdrawing his share from the firm.

Mr. Grantham said he must rule against Mr. Brooks as regards defendant's responsibility as a partner under the cheque. Obviously, his Worship observed, the amount which each party possessed under the disputed cheque was in proportion to the share of the capital, which each respectively held, and the disparity in the shares was against the defendant.

Defendant's Case.

In evidence, defendant contended that it was agreed, when he put in his share of the capital, that the firm was to pay him \$40 a month as salary in addition to any profits accruing from his participation in the business. In point of fact no profits or wages were paid during the following months and, in September last, he pressed for the withdrawal of the \$150 and for payment of his salary. The complainant had then agreed, after much pressing, to set off a cheque which had been made out in favour of a German firm, against this \$150.

Cross-examined by Mr. Rendall, witness said he had not altered the particulars on the stub of the cheque because he had not seen the cheque book since the matter was settled in the manner he described.

In giving his decision, Mr. Grantham said it was to be believed that the defendant was not prepared to put in his full time in the expectations only of profits, which if materialising would be negligible on the small share he invested in the business. After a long period of unfruitfulness, without wages and the profits still a matter for conjecture, it was natural that he should want to get back his money, as he in the manner described. What he then got was within the limits of his share, and was not necessarily fraudulent conversion. The onus being on the prosecution, it was for them to prove fraudulent conversion. In his Worship's view, the prosecution had not done so, and the defendant would be therefore discharged.

LETTER GOLF SOLUTION.

Here is the solution to the puzzle on another page.
SILK, MILK, MILE, MOLE,
SOLE, HOLE, HOSE.

LICENSING BOARD.

RENEWAL OF PUBLICAN AND OTHER APPLICATIONS.

The Licensing Board met in the Council Chamber yesterday afternoon for consideration of a number of applications under the Liquors Consolidation Ordinances of 1911 and 1917.

The meeting was presided over by the Hon. Mr. W. T. Southern, Colonial Secretary. Others present were Messrs. C. D. Melbourne, H. B. L. Dowbiggin, C. G. Alabaster, K.C.; W. L. Pattenden, Dr. W. V. M. Koch and Major C. Willson (Secretary).

The following applications were renewed:

Publican's Licence.—The Republic Bay Hotel, Hongkong Hotel, Peninsula Hotel, Palace Hotel, Kowloon Hotel.

Publican's Licence without bar.—St. Francis Hotel, Lane Crawford's Restaurant, Hotel Savoy.

Hotel Keeper's Adjunct Licence.—Peak Hotel, Station Hotel, Tokyo Hotel, Chitose Hotel, Sushiro Hotel, The Metropole Hotel, Chitose Kwan Hotel, Empress Hotel, Tung Shan Hotel, Hotel Asia and the Great China Hotel.

Restaurant Keeper's Adjunct Licence.—Yamaguchi Hotel, Cafe Alexandra, The South China Restaurant, Queen's Cafeteria, Ka Ping, Asahi Beer Hall and The Prince's Cafe.

Referring to the application of the Queen's Cafeteria, the chairman mentioned that there was a suggestion that the kitchen was inadequate for the size of the business. It was very hot and stuffy. This could be remedied by opening windows in the staircase and installing extractor fans in the yard.

Mr. Yu Man-cho, the applicant, was called before the Board and informed of the defect in his premises.

Mr. Yu, in reply to the chairman, said that he had already opened the windows and installed one fan.

The application was confirmed on the understanding that it was certified that the work was done.

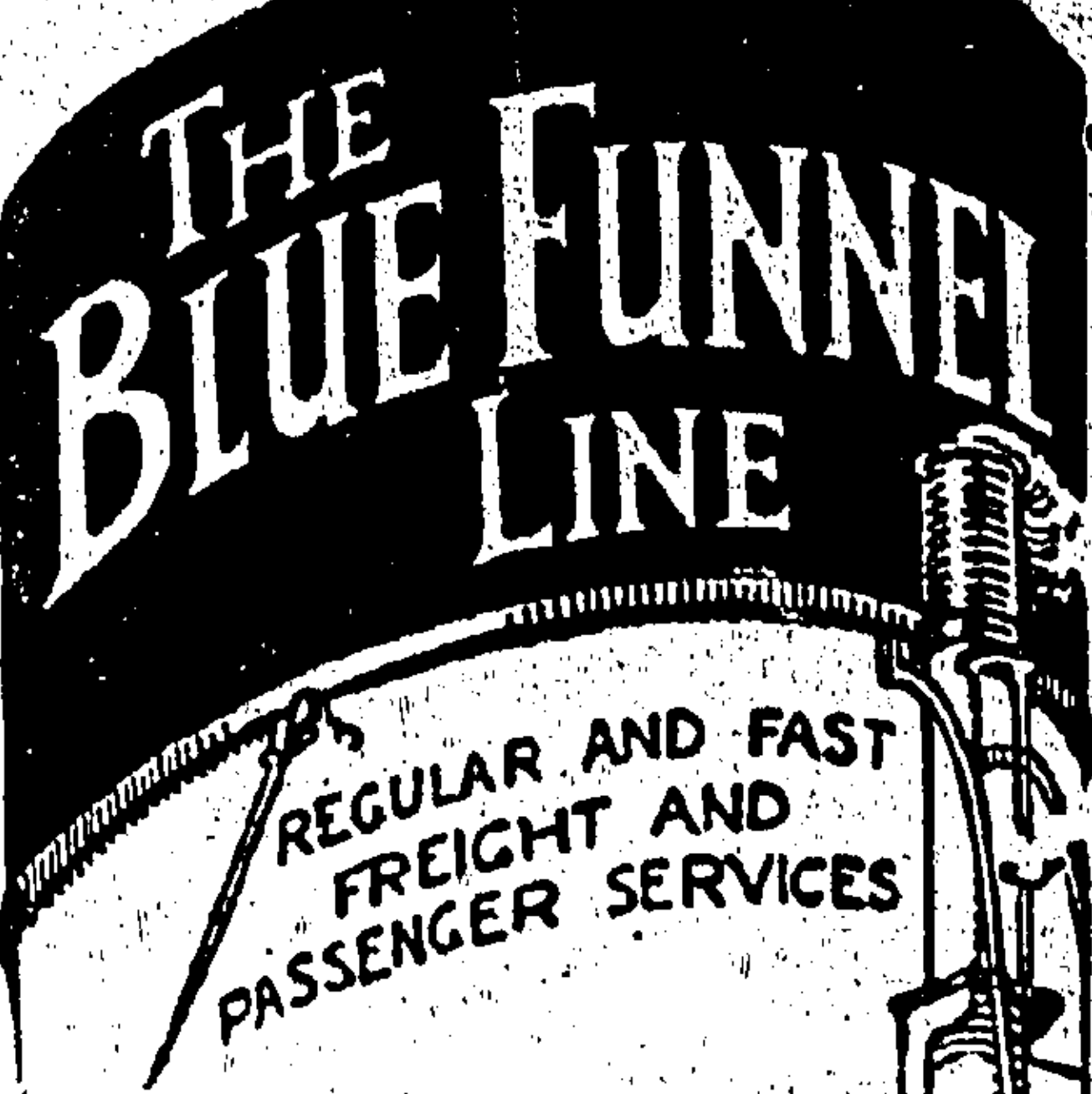
UNION CHURCH.

SUCCESSFUL JUMBLE SALE HELD YESTERDAY.

The Jumble Sale organised by the ladies of the Union Church, yesterday afternoon, was a great success, the multiplicity of goods offered being sold in record time.

It seemed an impossibility that the laden stalls could be cleared in less than an hour, but this was the result which the hard working ladies achieved. The Church annex, in which the sale was held, was packed with buyers from the moment the doors opened, and the bulk of the visitors left the Church premises laden with bargains. The proceeds of the sale will be devoted to Union Church charities.

The members of the committee and ladies who assisted included: Messdames F. C. Young, C. E. Brown, E. T. Hamilton, N. Drummond, N. Currie, G. Mitchell, D. McNeill, Calvert, P. D. Wilson, E. Ritchie, E. Purvis and C. Price.



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Shinyo Maru ... Wednesday, 27th Nov.

SEATTLE, VICTORIA via Shanghai & Japan Ports

Shidzuoka Maru ... Monday, 2nd Dec.

Yokohama Maru ... Monday, 16th Dec.

LONDON, MARSEILLES, ANTWERP & ROTTERDAM via

Singapore, Penang, Colombo, & Suva.

Atsuta Maru ... Saturday, 16th Nov.

Kashima Maru ... Saturday, 30th Nov.

SYDNEY & MELBOURNE via Manila & Ports.

Kaga Maru ... Wednesday, 20th Nov.

Tango Maru ... Wednesday, 25th Dec.

BOMBAY via Singapore, Penang & Colombo.

Tamba Maru ... Thursday, 14th Nov.

Tokio Maru ... Wednesday, 27th Nov.

SOUTH AMERICA (WEST COAST) via Japan, Honolulu,

Los Angeles, Mexico & Panama.

Anjo Maru ... Sunday, 22nd Dec.

SOUTH AMERICA (EAST COAST) via Singapore,

Cape Town & Ports.

Wakasa Maru ... Friday, 6th Dec.

NEW YORK, BOSTON via Panama.

Asuka Maru ... Wednesday, 20th Nov.

LIVERPOOL via Port Said, Constantinople,

Genoa & Marseilles.

Toyooka Maru ... Friday, 15th Nov.

CALCUTTA via Singapore, Penang & Rangoon.

Bengal Maru ... Tuesday, 12th Nov.

Malacca Maru ... Saturday, 16th Nov.

SHANGHAI, KOBE & YOKOHAMA.

Suwa Maru ... Monday, 11th Nov.

Tottori Maru ... Sunday, 17th Nov.

*Cargo only.

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Destination.	Steamers.	Sailings.
TO TSINGTAU via SWATOW & SHANGHAI	Hopsang Hangsang Yatsing Kwaisang	Sun. 10th Nov at 7 a.m. Wed. 13th Nov at 7 a.m. Sun. 17th Nov at 7 a.m. Wed. 20th Nov at 7 a.m.
TO OSAKA via AMOI, MOJI & KOBE	Hosang Namsang Yunsang Suiesang	Mon. 11th Nov at 7 a.m. Wed. 27th Nov at 7 a.m. Tues. 3rd Dec at 7 a.m. Wed. 18th Dec at 7 a.m.
TO OSAKA via AMOI, SHANGHAI, MOJI & KOBE	Kutsang	Wed. 20th Nov at 7 a.m.
TO SINGAPORE PENANG & CALCUTTA	Kunisang	Satur. 16th Nov at 3 p.m.
TO SANDAKAN	Hinsang Mausang	Wed. 20th Nov at 3 p.m. Satur. 30th Nov at 3 p.m.
TO TIENTSIN via FOOCHEW & WEI-HAI-WEI	Chipsing	Fri. 15th Nov at 7 a.m.
TO TIENTSIN via FOOCHEW & WEI-HAI-WEI & NEWCHANG	Cheongshing	Thurs. 28th Nov at 7 a.m.

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To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden) Suez, Port-Said.

To YOKOHAMA via Shanghai & Kobe.

PORTHOS.....	19th Nov.	ATHOS II.....	19th Nov.
CHEONGCHAU.....	3rd Dec.	D'ARTAGNAN.....	3rd Dec.
ATHOS II.....	17th Dec.	ANGERS.....	17th Dec.
D'ARTAGNAN.....	31st Dec.	SPHINX.....	31st Dec.
ANGERS.....	14th Jan.	G. METZINGER.....	14th Jan.
SPHINX.....	28th Jan.	ANDRE LEBON.....	28th Jan.
G. METZINGER.....	11th Feb.	PORTHOS.....	11th Feb.
ANDRE LEBON.....	25th Feb.	CHEONGCHAU.....	25th Feb.

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"CITY OF MELBOURNE" London, Rotterdam, Amsterdam & Hamburg... 9th November

NEW YORK, BOSTON & BALTIMORE AMERICAN & MANCHURIAN LINE

"CITY OF WINNIPEG" ... via Suez Canal ... 3rd December

"URBINO" ... via Suez Canal ... 31st December

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SERVICES TO

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"COMLIEBANK" ... 27th November

MAURITIUS & SOUTH AFRICA ... ORIENTAL AFRICAN LINE

"TINHOW" ... 28th November

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Through Bills of Lading issued to Beira, Gullman, Tlo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Dar-es-Salaam, Zomba, Walvis Bay and Madagascar.

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THE BANK LINE, Ltd.

CONSIGNEES' NOTICE.

SERVICES CONTRACTUELS DES
MESSAGERIES MARITIMES.
CONSIGNEE NOTICE

The Steamship,

"CHENONCEAUX"

Arrived Hongkong on Tuesday, the 5th November, 1929, from Marseilles &c.

Consignees of Cargo by the above named steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and placed at their risk in the Godown of the Hongkong Kowloon Wharf & Godown Co. Ltd., Kowloon, whence delivery can be obtained as the goods are landed.

Goods not cleared within 7 days including date of arrival, will be subject to rent.

All claims must be sent to the undersigned before the Tuesday, the 14th November, 29 or they will not be recognized.

Damaged Packages must be left in the Godowns for examination by the consignees, and the Company's Surveyor Messrs.—Goddard & Douglas at 10.00 a.m. on Saturday, the 9th November, 1929.

No claims will be admitted after the goods have left the Godowns.

No Fire Insurance will be effected by us in any case whatever.

L. LESDOS, Agents.

Hongkong, 5th November, 1929.

LLOYD ROYAL BEIGE S.A.

From ANTWERP.

The Steamship,

"CARLIER"

having arrived, Consignees of cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of The Hongkong and Kowloon Wharf & Godown Co., Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 15th November, 1929, will be subject to rent.

All Claims against the vessel must be presented to the Undersigned on or before 20th November, 1929, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on 13th November 1929, at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

THE BANK LINE, LTD.

Agents.

Hongkong, 7th November, 1929.

CONSIGNEES' NOTICES.

THE BEN LINE STEAMERS,
LIMITED.

From MIDDLESBRO', LONDON,
STRAITS and MANILA.

The Steamship,

"BENVORLICH"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf & Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th November, will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 28th November, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th November, at 10 a.m., by Messrs. Goddard and Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD.

Agents.

Hongkong, 5th November, 1929.

R.A.F. PLANES COLLIDE

PILOTS LEAP TO SAFETY
WITH PARACHUTES.

London, Nov. 8.

Two Royal Air Force single-seated machines, while engaged in fighting practice, collided over Wallington, Surrey, yesterday, and crashed to earth.

The two pilots, Flying Officer Collins and Sergeant White, made parachute leaps from a height of about one mile, both landing safely.

—British Wireless.

FORMER MINISTER.

SIR A. STEEL MAITLAND TO
CONTEST TAMWORTH.

London, Nov. 8.

It is reported that the former Minister of Labour, Sir Arthur Steel Maitland, who was defeated in the general election, will probably be invited to contest a seat in Parliament for the Tamworth division of Warwickshire, which Sir Edward Hiffe (Conservative) is about to vacate.

—British Wireless.

FRAUD CHARGES.

TWO CHINESE CONVICTED
AND HEAVILY FINED.

Convictions on two of seven charges were registered against a Chinese, described as a partner of the Ching Shan Distillery of Castle Peak, when the defendant appeared on remand before Mr. T. S. Whyte Smith at the Kowloon Magistracy yesterday afternoon.

A second man, who was indicted on six counts, was convicted on one.

The six charges brought were as follows:—That accused, (1) did have in their possession dutiable spirits to wit 88 gallons without having a permit from the S. I. and E. at Ki Lung Street on the 10th inst., (2) did import 88 gallons of dutiable spirit, (Spirits of wine) into Tuen Moon (Castle Peak) on or about October 9 such place not being a port or place notified by the Governor for the importation of dutiable liquor; (3) Did on or about October 9 receive into the stock of their distillery spirit other than that distilled therein; (4) Did remove from their distillery on October 10 88 gallons of spirit without issuing a foil or pass; (5) Did make incorrect entries in his books at the distillery as to the manner of disposal of duty paid labels in respect of 61 jars examined and labelled by Revenue Officer Brown on October 8; and (6) Did remove from their distillery on or about October 8, 22 jars of rice spirit, (88 gallons of rice spirit) without issuing a foil or pass.

The first defendant was further charged with failing to account to the Superintendent on October 10 for 60 labels, no entry being made in his red label record of the issue of such red labels.

Mr. F. X. d'Almada, sen., appeared for the two defendants, while Mr. J. D. Lloyd, Superintendent of Imports and Exports, conducted the prosecution.

The first defendant was convicted on the first and additional charges, while the second was convicted on the fourth count.

On the first charge the first defendant was fined \$500 or five months' hard labour, with a fine of \$25 or three weeks' hard labour in addition on the last count. The second defendant was fined \$100, or one month's imprisonment.

CHINA AND JAPAN.

CONCILIATION BOARD MAY
BE FORMED.

Kyoto, Nov. 8.

The round table conference on Sino-Japanese relations are gradually tending towards the formation of a Board of Conciliation.

It is understood that a special committee will be appointed to prepare plans for such a Board and to determine the scope of its activities.

It is hoped that before the Conference breaks up something more tangible will be announced.

—Reuter.

The Boycott Question.

Peking, Nov. 7.

The Japanese Minister will leave Peking on the 8th for an inspection of Manchuria.

He will proceed to Nanking about the 20th to interview Dr. C. T. Wang, with regard to the Sino-Japanese Commercial Treaty. It is understood that a clause will be added for preventing boycotts.

Canton News Agency.

DOUBLE WEDDING.

A double wedding took place at the Union Church yesterday afternoon, when the Rev. F. C. Young married Mr. George Edward Rosse to Miss Thelma Wilhelmine Mole, and Mr. Herman Henry Hazlett to Miss Colma May Allhouse.

Both families are very well known in Hongkong. Mr. Chan Lim-pak is the Managing Director and Superintendent of the Nanyang

Brothers Tobacco Company, was for many years Chairman of the Chinese Chamber of Commerce in Canton, and was formerly the commander of the Hongkong and Shanghai Banking Corporation in Shanghai.

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LOCAL WEDDINGS.

YOUNG COUPLE MARRIED
AT ST. ANDREW'S.

The marriage took place yesterday afternoon, at St. Andrew's Church, Kowloon, of Mr. Victor Mayor Haat, the only son of Mr. and Mrs. W. F. Haat, of No. 4, Cox's Road, and Miss Lily Mabel Collison, the eldest daughter of Captain and Mrs. A. M. Collison, of Portsmouth, England.

The Rev. C. B. Shann, Acting Vicar, officiated, while Mr. Rupert Baldwin played appropriate music on the organ.

The bride, who was given away by Mr. G. R. Holloway, wore a gown of white georgette and silk lace with embroidered silk veil and wreath of orange blossoms and silver brocade shoes. Her bouquet was of white roses and maiden hair fern.

In attendance as bridesmaid was Miss Elsa Bell, whose dress was of Princess Mary Blue georgette with grey hat and shoes and a bouquet of pink roses and maiden hair fern.

Mr. G. Puncheon was best man.

Following the service, a reception was held at the residence of Mr. and Mrs. Petherick, the brother-in-law and sister of the bridegroom. Later Mr. and Mrs. Haat left for Repulse Bay, where the honeymoon is being spent, the bride's going away dress being of rose beige silk ensemble with hat and shoes to match.

Doctor Wedded.

An interesting wedding took place at the Registrar's office, yesterday afternoon, when Miss Mary Diana Kotwall, the daughter of Mr. and Mrs. E. D. Kotwall, became the bride of Dr. Mustafa Bin Osman, M. D., Acting Professor of Pathology and Bacteriology at the Hongkong University.

The bride was attired in a gown of silver lace, with shoes to match, and carried a bouquet of white Honolulu creepers. The Misses R. Kotwall and Eva B. Lang were the bridesmaids, while Miss Gertrude A. Choa was the maid of honour.

The former wore dresses of blue pink lace and carried bouquets of gladioli. Dr. Douglas Laing was the best man.

A reception was afterwards held at the roof garden of the Hongkong Hotel, where the happy couple received the congratulations of their numerous friends.

The toast of Dr. and Mrs. Osman was proposed by Professor K. H. Digby in a happy speech.

Later Dr. and Mrs. Osman left for Repulse Bay, where they will spend their honeymoon. The bride's going away dress was of fawn crepe de chine, with coat and shoes to match.

DOUBLE WEDDING.

A double wedding took place at the Union Church yesterday afternoon, when the Rev. F. C. Young married Mr. George Edward Rosse to Miss Thelma Wilhelmine Mole, and Mr. Herman Henry Hazlett to Miss Colma May Allhouse.

Both families are very well known in Hongkong. Mr. Chan Lim-pak is the Managing Director and Superintendent of the Nanyang

Brothers Tobacco Company, was for many years Chairman of the Chinese Chamber of Commerce in Canton, and was formerly the commander of the Hongkong and Shanghai Banking Corporation in Shanghai.

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NEXT SAILING

S.S. "CABARITA"

NEW O.S.K. VESSEL.

MOTORSHIP FOR THE SOUTH
AMERICAN SERVICE.

The new O.S.K. motorship Buenos Aires Maru, built for the South American and round the world service, is due in Hongkong on November 21 and will stay for a day. She has been built at the Mitsubishi Dockyard at Nagasaki as one of the two new ships which will replace the Hawaii Maru and the Manila Maru now on this run.

The second new motorship, Rio de Janeiro Maru, will be ready next April and the line will then be operated by five motor ships, three of the Santos Maru type, and the two new ones. In addition an extra sailing will be maintained by a steamer, thus providing a monthly service.

The Buenos Aires Maru has a gross tonnage of 9,700 tons and a speed of 17 knots. There is accommodation for 40 first class and 950 third class passengers. The Santos Maru is 7,300 tons gross, has a speed of 18 knots and carries 40 first and 768 third class passengers.

The first class cabins of the Buenos Aires Maru are situated on the bridge deck, which is glass enclosed. They consist of two suite rooms, six single rooms and 25 state rooms. On the same deck there is the dining saloon, a verandah cafe, a smoking saloon, and scullin hall are on the boat deck. For the convenience of first class passengers travelling with children twelve portable beds are carried.

The third class accommodation is on the upper deck and second deck. Special attention has been paid to the comfort and safety of emigrant passengers. The vessel has space for 11,000 tons of cargo. Refrigerated space for 310 tons is also provided.

The fares to Buenos Aires and round the world respectively are \$930 and \$190. Ten per cent. extra is charged for a single room and 20 per cent. extra for a suite.

LADY SENTENCED.

THE HONGKONG

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PEAK HOTEL
AND

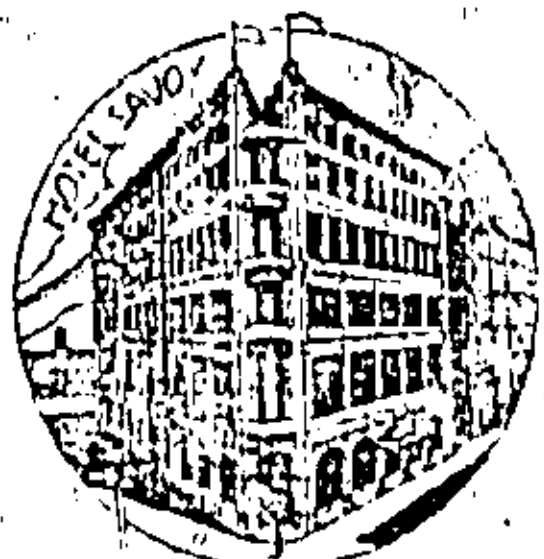
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Convenient... Cosmopolitan



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Hot and Cold Running Water. Modern Sanitary System
Highest Quality Catering. European Chef.

PRODUCTS DIRECT FROM LONDON MARKET.

CABLES:—"RUNNYMEDE." WILLIAM HAROLD PERRY—Manager.

IMPERSONATED MAN ARRESTED.

NEARLY SENT TO PRISON
BY MISTAKE.

A strange story of impersona-
tion, which nearly led to an inno-
cent man going to prison, was un-
folded when application was made
at Edmundson County Court for the
return of £15 which had been
paid into court by Mr. Benjamin
Lipton, of Mason's-flats, Commer-
cial-road, E.

Counsel for Lipton said that on
August 27 two policemen arrested
Lipton at his works, producing a
warrant which alleged that he
owed £15 on a judgment sum-
mons obtained against the London
and Colonial Trading Company.

Debtor Since Dead.
Rather than go to prison Lipton
paid the £15 under protest after
borrowing the money from his em-
ployer.

Lipton's counsel added that it
had now been discovered that the
London and Colonial Trading
Company (which owed the money)

had been carried on by a man
named Flitton, who died in
February.

Flitton had not only registered
the company in Lipton's name but
had also impersonated him.

A solicitor's clerk said he had
served the judgment summons on
a man at Edmondson who told him
that he was Benjamin Lipton, of
the London and Colonial Trading
Company. That man had paid
several instalments, reducing the
debt from £21 to £15. That man,
added the clerk, was not the Ben-
jamin Lipton who was in court.

"Serious Blunder."
Lipton's counsel said he did not
suggest that the creditor company
had acted otherwise than in
perfectly good faith.

Judge Crawford: A very serious
blunder has been made in this
case. The liberty of the subject
is of the greatest importance, not
only to the individual concerned
but to the whole of the commu-
nity.

He made an order for the return
of the £15 to Mr. Lipton with
costs.

TWO INTERESTING HONGKONG WEDDINGS.



Group taken at the wedding of Mr. Michel Chan and Miss Philomena Szeto at St. Margaret's Church last Sunday.

TENSE SITUATION IN HONAN.

RIVAL ARMIES TAKING
MEASURE.

CHIANG'S OWN TROOPS FOR
FRONT LINE.

TROUBLE WITH FIFTH?

Shanghai, Nov. 9.
Reuter's Hankow correspond-
ent states that according to
Chang Chih-chung who returned
from the front by aeroplane
on Thursday evening, Chiang
Kai-shek has moved his head-
quarters from Hsuehchow to
Yuchow. He will personally
direct the front line operations.
As far as can be ascertained the
main line of the Kuominchun forces
extends from Lushan through Pao-
feng and Kiangsien to Mian-
shien, while strong forces are concentrated
at Nanyang and Yangtze with
Chumantien and Loohokow the re-
spective objectives.

A number of troops of the
Fifth Division arrived at Han-
kow from the front and were
transferred to Wuchang for
"training purposes."

It is learned that the Generalis-
simo's own armies, who hitherto
have been held in reserve, are now
being drafted into the front line.

—Reuter.

Yen for Nanking.

Shanghai, Nov. 8.
A definite turn has been reached
in the war situation by the an-
nouncement made at Tuiyuan by
Marshal Yen Hsi-shun persisting
that he is to throw in his lot with
the National Government. It is
stated that Marshal Yen Hsi-shun
will issue a long proclamation
urging the Kuominchun militarists
to stop war in Honan and in the
event of the Kuominchun failing
to comply with his demand he will
lead two Divisions of Shansi
troops to hinder the progress of
the Kuominchun.

Marshal Yen denies that he had
any understanding with Marshal
Feng Yu-hsiang before the latter's
subordinates declared war on Nan-
king. Marshal Yen has sent a
cablegram to General Soong Chih-
yuen, a prominent Kuominchun
Divisional Commander, pointin-
g out that he, Marshal Yen, fully
sympathises with the Kuominchun
in asking for funds for their
maintenance in the famine-stricken
areas in Shansi and Honan, but
he is not responsible for the bel-
ligerent attitude of the Kuominchun.

Two Generals Wounded

Shanghai, Nov. 8.
Two of the most prominent Kuominchun Generals, Sun Liang-cheng, the head of the First Kuominchun Division, and Shih King-ting, were wounded among other Kuominchun officers at the battle in Szechuho on Wednesday, following a fierce counter-attack by Nanking Central Government troops in an effort to recapture Szechuho.

It will be recalled that the city was taken by the Kuominchun early this week. On Wednesday, the Nanking troops surprised the Kuominchun by suddenly launching a violent attack. General Sun Liang-cheng and Shih King-ting were holding a military conference inside the city at the time and they hastily left the conference room to direct the Kuominchun units and save the city.

The Nanking troops used heavy artillery and machine guns and inflicted numerous casualties. A small contingent of Kuominchun at Szechuho is still holding



Photo taken on the occasion of the wedding, at the Rosary Church, Kowloon, last Sunday, of Mr. E. J. da Luz and Miss Olga Maria dos Remedios.

the city, which however, is ex-
pected to fall soon. The main
body of Sun Liang-cheng's troops
is concentrating its attention on
an attempt to cut the communica-
tions of the Nanking troops be-
tween Haichang and Changchow.

Sinchang Captured

Yesterday the Kuominchun captured Sinchang District which is situated between Hsuehchang and Changchow on the Lung-Hai Railway. Violent Kuominchun assaults on Changchow are anticipated during the week-end.

Hankow reports state that this morning the 8th Nanking Division, under General Miao Bing-wan, departed from Hankow on the Peking-Hankow Railway, for Haichang to reinforce the Government troops at Changchow. Troops of the 6th and 44th Divisions left Hankow on Wednesday and Thursday respectively for Changchow.

Nanking Offensive

Honan messages suggest that despite the desperate efforts of the Kuominchun to take Changchow, the Nanking troops are still able to hold their own and a second Nanking general counter-attack on the Kuominchun was announced on Wednesday. The Nanking troops attacked in three directions, with the centre aiming at Mian-shien, the left wing marching into Yung-chang and the right wing with Hsiang-cheng as its objective.

Marshal Chiang Kai-shek, in the company of General Ho Cheng-chun, directed the Nanking units in the attack on Yunsien yesterday morning. He returned to Hsuehchang in the evening. Teng-feng continues to be the battle ground of the Kuominchun and Nanking troops, and fierce warfare is still continuing, with General Hsu Yuen-chuen leading the Nanking army.

Government Claims

Nanking, Nov. 8.
An official communique issued by the Waichiaopu states that the Kuominchun insurgents along the Lung-Hai railway are in a precarious position.

A military conference summoned by Tang Seng-chi has decided to capture Mienchih in five days and Tungkuang in ten days.

"Owing to the mobilisation of Shansi troops, 50,000 rebels have surrendered to Liu Chen-hua, while attempting to enter Shansi after their defeat at Chiyuan."

In view of the heavy losses inflicted by the Government forces, the insurgents have removed their general headquarters to Shan-tung.

BIG WATERWORKS TENDER.

ABERDEEN UPPER DAM TO
COST OVER \$604,000.

The Gazette notifies that the following tenders have been accepted:

The Hongkong Excavation, Pile Driving and Construction Co. Ltd., \$604,006.25 for the construction of Aberdeen Upper Dam.

Mr. Ng Wah, \$50,202.50 for the construction of a service reservoir at North Point.

Messrs. Keng Tak Cheong, \$14,901 for completion of works near Kowloon Tong Estate.

Messrs. Keng Tak Cheong, \$8,469.60 for the construction of a latrine and urinal at the junction of Water Street and Queen's Road West.

Messrs. Wo Hing, \$3.20 per picul for the supply of charcoal for the year 1930, to the Imports and Exports Department.

Messrs. Tseung Hing, \$50 per 10,000 for the supply of opium pots for the year 1930.

COLONIAL OFFICE ADVISED.

SIR JOHN CAMPBELL'S
APPOINTMENT.

London, Nov. 8.
Lord Passfield the Secretary for the Colonies, has appointed Sir John Campbell, late of the India Civil Service and recently in charge of the settlement of Greek refugees in Macedonia, to the post of Economic and Financial Adviser in the Colonial Office. This post was vacated by Sir George Schuster's departure to India to take up the appointment of Finance member of the Governor-General's Executive Council.—British Wire-
less.

AIRSHIP MAKES A SHORT FLIGHT.

JOY RIDE FOR BEDFORD
TOWN COUNCIL.

London, Nov. 8.
The Airship, R101, this afternoon left her mooring mast at Cardington, which is just outside Bedford and made a short tour of the neighbouring country. She had on board the Mayor of Bedford and other members of the Municipal Council. British Wire-
less.

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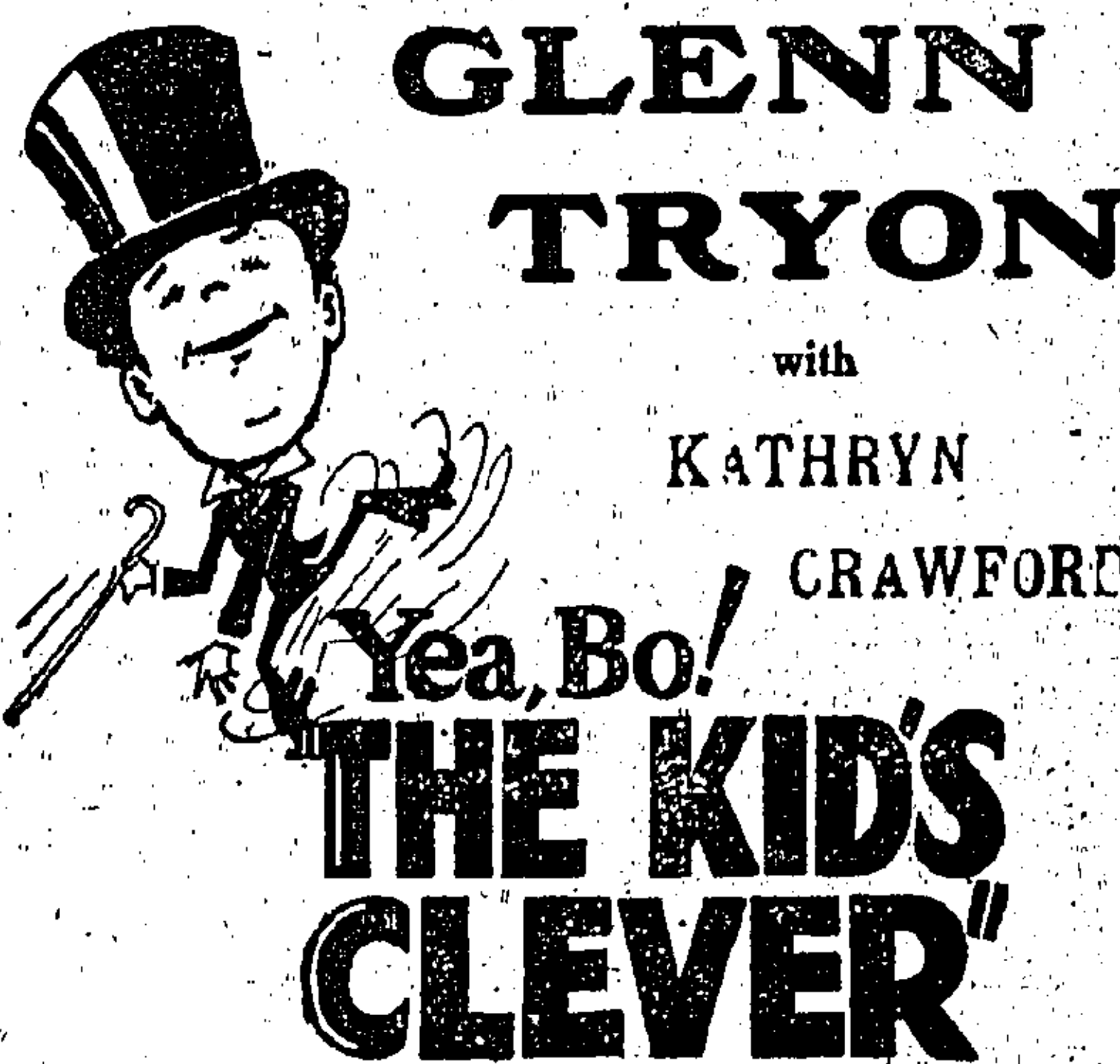
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